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8.00 „ „ 9.30 „ „ 10 „
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11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 4.00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „

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11.30 „ 12.00 noon „ 15 „
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1.00 p.m. „ 4.00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „

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On and after FRIDAY, SEPTEMBER 16TH, 1921 until further Notice. (All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 1a Local	No. 13 Local	No. 3 Local	No. 11 Local	No. 5 Through Express	No. 15 Local	No. 34 Local	No. 9 Through Slow	No. 14 Local	No. 12 Local	No. 32 Fern Exp.
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Kwa Tau)	dep.					8.00			6.45			1.30
SHEK LUNG	dep.					9.13			11.46			4.50
Shum Chun	dep.	Sundays only	7.32	8.06	10.37	11.13	11.40	2.45	4.26	5.13	6.46	6.45
Shenngshui	dep.		7.39	8.13	10.44	—	11.47	2.52	4.33	5.19	6.52	—
Fanling	dep.		7.53	8.15	10.48	—	11.51	2.55	4.39	5.22	6.57	—
Taipo Market	dep.		7.43	8.29	10.58	—	12.03	3.07	5.03	5.33	6.37	—
Taipo	dep.		7.47	8.34	11.03	—	12.07	3.57	5.08	5.37	6.41	—
Shatin	dep.		8.00	8.47	11.16	—	12.21	3.42	5.23	5.50	6.54	—
Yaumati	dep.	7.37	8.14	8.56	11.25	—	12.34	3.48	5.28	5.56	7.00	—
KOWLOON	arr.	7.54	8.32	9.09	11.36	11.53	12.47	4.01	5.40	6.10	7.04	7.21

UP TRAINS

Stations		No. 2 Local	No. 1a Local	*No. 6 Through Express	No. 8 Through Slow	No. 16 Local	No. 33 Johnston Road Local	No. 33 Local	*No. 10 Through Express	No. 36 Local	No. 31 Local	No. 35 Local
		a.m.	a.m.	a.m.	a.m.	a.m.	Noon	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leaves Hongkong		6.15	6.51	7.48	8.52	12.15	11.45	1.05	2.45	4.15	5.18	6.55
KOWLOON	dep.	6.41	7.10	8.07	9.15	12.38	12.03	1.23	3.03	4.34	5.37	7.20
Yaumati	dep.	6.61	7.11	—	9.22	12.39	12.09	1.27	—	4.43	5.37	7.21
Shatin	dep.	7.02		—	9.39	12.50	12.21	1.39	—	4.55	5.50	7.33
Taipo	dep.	7.17		—	9.52	1.03	12.34	1.51	—	5.08	6.03	7.46
Taipo Market	dep.	7.22		—	9.57	1.08	12.39	1.56	—	5.13	6.07	7.50
Fanling	dep.	7.33		10.08	10.13	1.19	12.49	2.06	—	5.23	6.17	7.31
Shenngshui	dep.	7.38	Sundays only	10.13	10.18	1.23	12.53	2.10	—	5.27	6.21	8.03
Shum Chun	arr.	7.44		10.19	10.24	1.29	12.59	2.16	—	5.33	6.27	8.09
SHEK LUNG	arr.	—		10.47	—	—	—	—	4.32	—	—	—
CANTON (Tai Kwa Tau)	arr.	—		12.10	1.36	—	—	—	5.45	—	—	—

* Will stop at Taipo and Shenngshui for first class passengers on notice being given to the guard at Kowloon.

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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	7.45	11.30	2.30	6.2t	Shatinkok...dep.	6.30	10.15	1.05	5.00
Shatinkok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

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Osaka:— Osaka Hotel
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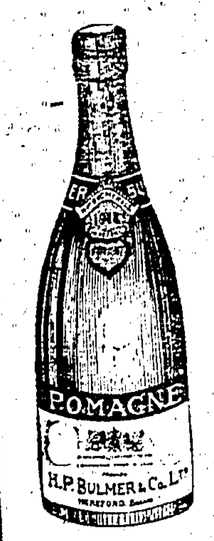

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SUEZ CANAL COMPANY.

REPORT FOR 1921.

The report of the Suez Canal Company, presented at the sixty-eighth annual meeting, states that the results for the year 1921 fully confirmed the optimistic views contained in the last report. In spite of the intense economical crisis which for two years spread over the whole world, the traffic through the Canal continued gradually to approach the level reached before the war. During the European conflict the traffic fluctuated 58 per cent., but it showed for 1921 a decrease of only 9½ per cent., compared with the figures of 1913, a point particularly gratifying and full of promise for the future, considering the circumstances which still seriously affected the activity of international exchange. In spite of increased shipping, the net profits for 1921, influenced particularly by a reduction of profits in exchange and by a slight increase in working expenses, were somewhat less than those of 1920. The excess of receipts over expenses reached 180,211,679f., an amount slightly less than that of the preceding year, but, nevertheless, ample to ensure the maintenance of a net revenue equal to the figures of 1920.

It was not thought wise to depart from the policy of prudence hitherto adopted; the receipts for 1921, as in the preceding year, were made up in a large measure by an element already pointed out as one of an abnormal and precarious character—viz., the profits from exchange. In order, therefore, to prepare for an eventual decrease in the rates of exchange for the next few years and the loss of these exceptional profits it had been thought prudent to establish a special reserve of 15 million francs for such purpose.

REVENUE AND EXPENDITURE.

The total receipts for the year 1921 amounted to 260,135,996f., representing a decrease of 7,824,682f., compared with 1920. The receipts for shipping dues were less by 2,623,074f. The increase in traffic partially compensated for the lower amount of receipts due to the reduction of 25 centimes in the rate which had been in force during the whole year, and represented a reduction of 4,500,000f. The decrease of receipts and increase of expenses in Egypt had entailed, together with the average fall in the pound sterling, a reduction of profits in the transmission of funds of 3,158,336f. The receipts from investments showed a reduction of 1,829,478f. on account of an allowance of 3,589,589f., that the Board considered necessary to make in order to bring the Five per Cent. and Six per Cent. Rentes held by the company up to the value quoted in the Bourse lists on December 31st, 1921. Collateral receipts were in their entirety higher by 286,215f. than those of 1920. Total expenses had risen to 61,868,393f. The increase of 5,255,850f. arose chiefly through measures adopted during 1920 to better the conditions of the staff in Paris and in Egypt. Although somewhat less favourable than in 1920, the results for the year permitted the same allocation as last year to the sinking funds, and a levy of ten millions in favour of a special fund for the building of houses in Egypt. After placing 15,000,000f. to reserve and carrying forward 949,707f. there was an amount of 149,261,971f. for distribution, being 264f. 94c. on each share, to which is added 25f. interest, and represented a return of 289f. 94c. gross, or 245f. net.

TRANSIT AND NAVIGATION.

The number of passages of ships during 1921 was 3,975, with a net tonnage of 18,118,999. Compared with 1920, this showed a decrease of 34 passages and an increase of 544,342 tons, a decrease of 1,914,885 tons compared with 1913. On the whole, commercial shipping continued to increase. The average duration of transit has been reduced to 15 hours 25 minutes. In 1914 it was 16 hours 11 minutes. Continued progress was being maintained, and on May 22nd the receipts showed an advance of 6,820,000f. over those of 1921.

BOARD OF ADMINISTRATION.

Expressions of great regret were made at the loss sustained by the company through the death of Sir Thomas Sutherland, who had been on the Board since 1884, and had been vice-president since 1903. His position as president of the Committee in London had been taken by Lord Inchcape, formerly on the board, whilst Sir Aubrey Brocklebank had been appointed to fill the vacancy on the Board created by the death of Sir Thomas Sutherland.

A GENERAL HOLD-UP OF MOTOR CARS.

SHANGHAI DELINQUENTS.

Between the hours of 9.30 and 11 one night last week, the Shanghai Police Force, assisted by a large contingent of Special Constables, made a periodical hold-up of motor cars with a view to checking their possession of licences, properly illuminated rear lamps, etc. The hold-up, the *N.C. Daily News* says, resulted in the detection of 118 contraventions of various traffic regulations of which the improper illumination of rear lights, numbering 72, was most serious. No less than 25 owner-drivers were caught driving without licences in their possession. A year or two ago, when the total number of motor cars was small, the identification of these owner drivers was a fairly easy matter, but to-day with several thousand licences in effect such identification is impossible, so owner drivers in future would do well to avoid being caught, with its resultant delay and trouble, without licences. Quite a large number of cars were also found to be driven by Chinese learner-chauffeurs who will be charged at the Traffic Court in due course.

THE ROCKEFELLER FOUNDATION.

THE MEDICAL CENTRE AT PEKING.

The Rockefeller Foundation's "Review for 1921" includes the following reference to the medical centre at Peking:—

On September 19th, 1921, in the capital of China a unique academic procession made its way through oriental corridors and courts to an assembly hall which in its exterior form and decorations reproduced the classic features of Chinese architecture. The cortège was a blending of East and West. Chinese officials and other leading citizens, some of them in national dress, members of the diplomatic corps, distinguished guests in the variegated, brilliant gowns and hoods of European and American universities, the officers, trustees, and faculty of the Peking Union Medical College, all in academic garb, made a striking and symbolic picture. Brief words of greeting and appreciation from representatives of the President of China, the Cabinet, the medical profession, and educational institutions, a statement by the Director of the China Medical Board, an address on the aims and spirit of the College by the Chairman of the Board of Rockefeller Foundation; and the institution in its new setting and with enlarged resources was rededicated to the service of the Chinese people.

These simple ceremonies were one session of a programme which extended over an entire week and included daily clinics, scientific papers on medical and public health themes, popular evening addresses, sight-seeing excursions, a garden party at the Summer Palace, a reception by the President of China, dinners and receptions at the American and British legations. In addition to a score of special guests of the Foundation from England, France, Ireland, Canada, Japan, China, the Philippines, Hongkong and Java, more than 300 medical and educational delegates, Chinese and foreign, were in attendance on what was actually an international congress of curative and preventive medicine. The clinics and papers were rated by competent judges as highly scientific and significant. The contributions of the members of the Peking faculty made a most favourable impression upon the visiting scientists.

The buildings of the College were admired both for their architectural beauty and for their practical serviceability and complete equipment. All the essential laboratories and lecture rooms, a hospital of 225 teaching beds, and an out-patient department, are provided. The entire plant comprises for purposes of instruction, for faculty and student quarters, for mechanical services and storage, an area of about 25 acres and a total of 59 buildings. It was necessary not only to build a medical school and hospital but to add to them the housing, water supply, sewerage, electric light and fuel gas services of a modern community. The cost of construction was enormously increased by the war. Prices soared, freight rates rose, silver so increased in value that at one time a gold dollar would purchase slightly less than one silver dollar instead of the normal two.

On June 30th, 1921, the teaching staff of this Peking centre numbered 67, of whom 17 were instructors in the pre-medical school. About 25 per cent. of the total teaching corps were Chinese, almost all of whom were trained in the United States or Europe. Besides the educational personnel there were 15 hospital internes and residents, 28 nurses, 20 members of the business and administrative departments, 22 secretaries, 11 technicians, librarians, and others. The service group of assistants, attendants, messengers, cooks, waiters, stokers, janitors, totalled 601, practically all Chinese. The student registration for 1921-1922 showed 52 in the pre-medical school, 20 in the medical school, and 11 in the nurses training school. For the previous years 49 advanced students were registered for graduate and special courses. This number is likely to be exceeded during the current session. The total number of students for the year will approximate 140. The fact that only a small number of preparatory schools and colleges can meet the entrance standard, the length and cost of the medical course, the popular ignorance of modern medicine, are obstacles to be slowly overcome. In all the circumstances the present numbers are distinctly encouraging.

The College seeks quality rather than quantity. It aims not to turn out numerous doctors—Chinese institutions must assume this task—but to train leaders who may serve as teachers and investigators in Chinese medical schools, hospitals, and health organizations. In its own work it proposes to develop Chinese teachers, who already constitute 25 per cent. of the teaching staff, and to give them increasing rank and responsibility as rapidly as they are prepared to assume them. The officially announced purposes of the Peking Union Medical College are: to conduct a high-grade medical curriculum for undergraduates, to provide graduate training for laboratory workers, teachers, and clinical specialists, to offer short courses for physicians, to furnish opportunities for research, especially in diseases peculiar to the Far East, and incidentally extend popular knowledge of modern medicine and public health among the Chinese.

The trustees devoted a week in Peking to detailed consideration of the problems of the College and adopted a policy which calls for: (1) gradual growth rather than rapid expansion, within (2) budget limits fixed for three years at not more than $1,200,000 silver (about $700,000 gold), per annum, (3) the gradual transfer of the responsibility for pre-medical education to other schools and colleges, (4) the training of Chinese men and women to assume, as fast as they show the necessary capacity, increasing responsibility for teaching, investigation, and administration, (5) the encouraging of Chinese co-operation in the increasing of clinical facilities by establishing under Chinese auspices special dispensaries and hospitals, (6) a steady effort to enlist the

(Continued on next column.)

CORRESPONDENCE.

GUNBOAT ESCORT FOR SILK.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I shall be glad if you will correct a mis-statement that has appeared recently in the local Press.

It has been reported that the junks conveying silk to Canton during the present trouble have been escorted by American gunboats.

Two trips have been made to the silk districts within the past few weeks and on each occasion the convoy was under the sole escort of a British gunboat.—Yours faithfully,

J. HALL.
(Hon. Secretary, Foreign Silk Association of Canton.)

Canton, 1st August, 1922.

SPORT.

HONGKONG LAWN TENNIS ASSOCIATION.

On Saturday, at the Indian Recreation Club's ground at Soo Kan Po, the shields won by the winners in the "A" and "B" Divisions of the Tennis League will be presented by Mrs. Severn. The I.R.C. are to be congratulated on winning the shields in each division and their "A" team is to be congratulated on having an unbeaten record. They will be put to a severe test on Saturday when exhibition matches are being played, the Rest *versus* the winners in each division. The teams picked to represent the Rest are as follows:—In the "A" Division, R. Hancock and H. Hancock, Ng Sze Kwong and Pay.-Lieut.-Com. Worthington, J. Fincher and F. Townsend. In the "B" Division J. S. Curreem and Ip Kau, C. Chao and M. H. Lo, Busschaert and Yamasaki.

Lieut.-Com. Worthington is a new comer to the Colony and is a very good tennis player and the game with our local Champion as his partner ought to extend the Indians.

Below are given the League Tables:—

"A" Division.

	P.	W.	L.	PTS.
I.R.C.	7	7	0	2
U.S.R.C.	7	5	2	5
H.K.C.C.	7	5	2	5
O.R.C.	7	4	3	4
K.C.C.	7	3	4	3
C.S.C.C.	7	2	5	2
M.B.K.	7	2	5	2
C. de R.	7	0	7	0

"B" Division.

	P.	W.	L.	PTS.
I.C.R.	9	8	1	8
C.R.C.	9	8	1	8
Q.C.	9	6	3	6
K.C.C.	9	6	3	6
University	9	6	3	6
M.B.K.	9	4	5	4
Police	9	3	6	3
C.C.C.	9	2	7	2
C.S.C.C.	9	2	7	2
C. de R.	9	0	9	0

R.G.A. *v.* U.A.C.

The following will represent the United Athletic Club in above League Fixture, to-day, at the V.R.C. at 5.30 p.m.:—S. R. Garrod; G. R. Razavet, K. A. Mason; J. Leopard; A. A. Botelho, D. Laing and C. R. Logan.

interest and secure the aid of public-spirited Chinese in interpreting the purposes of the college to the Chinese people.

In addition to their regular duties members of the faculty of the College during the year participated in famine relief, worked out a food ration as a basis for distribution of food to famine sufferers, provided medical consultation service for a Chinese orphanage, visited many educational institutions to give expert counsel about apparatus and X-ray equipment, organised typhus-prevention squads to protect the refugee camps and the city of Peking, rendered a large amount of private medical and surgical service the fees for which went into the treasury of the College, assisted in archæological research, and in many other ways entered into the life of the capital and the country.

The China Medical Board, under whose auspices work in China is administered, in addition to completing and maintaining the College in Peking, authorized a survey of pre-medical education, contributed to the expenses of a commission sent by a group of missionary societies to study and report upon education under missionary auspices in China, made appropriations to a language school and a school for foreign children in Peking, contributed to a dental clinic in return for service to the college hospital, gave maintenance funds to two mission medical schools, made a small gift to a Chinese medical school, continued appropriations which had been pledged to five pre-medical schools, 17 hospitals, and to a committee for translating medical books into Chinese, and awarded fellowships for study in the United States.

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CHINESE OPTICAL CO.

Eye-sight Specialists.

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Hongkong.

1207]

THE SITUATION IN CANTON.

There is apparently no material change in the situation at Canton.

We learn from the *Canton Times* that Mr. Ho Wing Ching, ex-Vice-Minister of Foreign Affairs in the Military Government at Canton, has issued a circular telegram to President Sun Yat-sen, General Chen Chiung Ming, Mr. Tang Shao Yi and other provincial authorities, the public institutions and the Press Association, proposing that in order to restore order in the provinces, General Chen, on the one hand, should be requested by the Chinese community to withdraw his forces from Canton and its vicinity, while, on the other hand, the Naval Squadron in Canton should be stationed at some point more distant from Canton to be decided by the community Dr. Sun being asked to lead the Squadron to its new anchorage.

24 CHINESE STOWAWAYS IN COURT.

FIVE PRODUCE TICKETS.

Twenty-four Chinese were charged before Mr. Lindsell, at the Magistracy, yesterday morning, with having stowed away on the s.s. *Armanistan* from Singapore. In Court five of the defendants produced tickets to the Magistrate, and Sub-Inspector Grant said that when the men were brought before him they produced their tickets. Another of the defendants told the Magistrate that he had a ticket amongst his luggage which was in the possession of the Company. Many people saw him with the ticket during the voyage. His protest seemed so genuine that the Magistrate ordered his release along with the other five who produced their tickets.

Five others said they had made arrangements to ship with members of the crew on payment of certain sums of money. Mr. Lindsell ordered their remand pending the production of the members of the crew concerned in the alleged transaction.

The remaining 13 defendants were sent to prison for three weeks each.

THE WATER SHORTAGE.

ILLEGAL USE OF 5,000 GALLONS OF WATER.

For having used 5,000 gallons of water contrary to the regulations issued by the Public Works Department a Chinese building contactor was fined $10 by Mr. Hamilton at the Magistracy, yesterday morning.

Mr. R. S. Logan, Assistant Engineer of the P.W.D., informed the Magistrate that in accordance with superior authority the supply of water for building purposes was cut off, due to the water shortage. At the defendant's house in the course of construction the taps were removed and the end of the pipe plugged. The defendant had been warned about this. On visiting the place later he found that the plug had been removed and, according to the meter, about 5,000 gallons of water had been used.

The defendant's excuse was that his workmen may have done it.

The Magistrate held that the defendant as master of the works was responsible for the action of his workmen, and fined him accordingly. The Magistrate expressed the opinion that the water had been used by the workmen.

CARELESS BLASTING.

STONES GO THROUGH ROOF OF HOUSE.

Blasting operations near "Blarney Stone," the residence of Mr. L. Maurin, on Jubilee Road, was nearly the cause of a serious accident to the members of that household on July 20th and arising out of the incident a Chinese contractor was brought before Mr. Hamilton yesterday, and charged with failing to take proper precautions during blasting operations.

Sergt. Hallam, who prosecuted, said when he visited the spot he found two pieces of timber badly damaged and some sacking. These were used for covering up the area to be blasted. In his opinion they were not strong enough to check the force of the blasting. He also visited the residence of Mr. Maurin and found that three large stones had gone through the roof of the house, one of which barely missed the cook.

Mr. Maurin, who was in Court, said that the damage was only slight, but pointed out that the risk was very great. The contractor had since repaired the damage done to the house.

A fine of $25 was imposed.

FIT-U PINCE-NEZ

is the latest of the finger operated eye-glass mounting and has been designed to avoid all the objectionable features of this type of mounting. The long coil springs of the Fit-U prevent spring breakage, and can be instantly adjusted to give more or less pressure on the nose. The nose clips are of special shape to prevent slipping. Fit-U Pince-nez of any metal are obtainable from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians,—the most competent optical manufacturing establishment in the Colony—located in 53, Queen's Road Central.—ADVT.

THE CARGO BOAT DISPUTE.

EFFORTS TO REACH A SETTLEMENT FAIL.

The following statement in regard to the dispute has been officially communicated to us:—

Through the mediation of a Committee on which the General Chamber of Commerce and the Chinese Chamber of Commerce were represented, under the Chairmanship of the Harbour Master, a settlement of questions between cargo boat owners and charterers was reached in March last on the following terms:—

1. A day's hire shall be from 6 a.m. until 10 p.m. but should the work continue after 10 p.m. a quarter rate additional shall be paid up to 6 a.m.
2. If any boat is engaged after 6 p.m. and works during the night, a day's hire shall be paid and no extra pay for night work shall be made in this case.
3. Half a day's pay shall be paid for a boat engaged but not used.
4. A fraction of a day shall be paid for as a full day.
5. When the black Typhoon Signal is hoisted all boats under hire shall be towed to shelter at the expense of the hirer. Work resumed after the Signal is lowered shall be at the rate agreed on when hired.
6. The above agreements may be waived by mutual consent of parties concerned.

Agreed to by all parties on this 20th day of April, 1922.

These conditions have in practice been found unworkable: the principal stumbling block being the possibilities of abuse of the 25 per cent. regulation for work after 10 p.m.

Prolonged discussions during the last three weeks resulted in an agreement to to cancel terms 1—5 of the March settlement, and to make No. 6 alone operative. To give it effect a form for separate contracts for each engagement was agreed upon in principle: and considerable progress was made towards shaping it. In its most recent outline it is as follows:—

TRANSLATION OF

FORM FOR ENGAGEMENT OF CARGO BOATS.

The undersigned engages cargo boat (a) No. .....

(1.)—To convey ..... pieces of goods.
..... bags of goods.
from .....
to .....
punctually before...(hour and date)
For each extra (hour) (day) beyond the time stated a payment shall be made of $.....

(2.)—From ..... (hour and date)
To ..... (hour and date)
For each extra (hour) (day) beyond the time stated a payment shall be made of $.....

Agreed Inclusive Price (excluding extras as above) $.....

The following conditions shall apply to all agreements:—

1.—When the black typhoon signal is hoisted before the clearance of all goods from boats under hire, they shall be towed to refuge at the expense of the hirers. But if the black signal is hoisted after the clearance of all goods from the boats, the hirers shall be relieved of all further responsibility in the matter.

2. Cargo boat owners shall use all due diligence in the performance of this agreement.

Signature of Hirer .....
Date .....

The charterers are content that the price for each engagement should be agreed upon—and signed for in advance—within these conditions: but the cargo boat owners insist on the addition under all conditions of the 25 per cent. extra for work after 10 p.m.: they are not prepared to agree to include consideration of this item in the single agreed price of the whole contract. The charterers on their side cannot see their way to accept this addition, and refuse to consider it.

The charterers are now considering the formation of a cargo boat company of their own, which will make them independent of outside hire in future.

The Secretary for Chinese Affairs and the Harbour Master interviewed some 200 cargo boat owners yesterday afternoon: but after much discussion failed to reach a settlement.

HARBOUR HAWKERS.

ILLICIT TRADING IN ARMS.

A Japanese licensed harbour hawker, named A. Kimaga, who was found by the police in possession of 15 Mauser pistols and 1,490 rounds of ammunition on board the s.s. *Atuta Maru*, confessed to Mr. Lindsell, at the Magistracy, yesterday, that he intended taking them ashore for sale.

The Magistrate: How very nice. Sell them to robbers to kill police with? You will go to prison for 12 months with hard labour.

THE SUN COMPANY ROBBERY

DEFENDANT IN COURT.

QUESTION OF COMPENSATION FOR WOUNDED WATCHMAN.

The Chinese, who attempted to commit a daring armed robbery at the Sun Company Stores on June 27th and who was severely wounded in his attempt to escape from the police, has been at last brought before the Court for trial.

Briefly the circumstances of the case are that during the early evenings of June 27th a Chinese dashed into the jewellery department, smashed open a case of valuables, and tried to get away with as much as he could lay his hands on. Immediately there was a rush of everyone in the vicinity in pursuit of the thief and, seeing that he was likely to have some difficulty in getting away, the man whipped out a revolver and fired it, hoping to intimidate the pursuers. The report of the firearm, however, only served to warn the police in the street and the thief was fired upon and wounded. While the wounded man was lying on the ground the bag in which he carried the jewels burst open and scattered. Nearly all were recovered. The stolen jewels were valued at $800

Three charges have been preferred against the man and these are: (1) armed robbery; (2) shooting with intent to resist or prevent lawful apprehension; and, (3) disobeying an order of banishment.

At yesterday's hearing evidence was given by a registration clerk of the Kwong Tai Loy board-house, who said that on June 17th the defendant booked a room at the house under the name of Li Shui Ping. The defendant said he had come down from Canton. He then carried with him a small leather trunk which he took to his room No. 12. The defendant did not sleep at the hotel on the night of June 27th when the robbery was committed.

Leung On, a watchman employed by the Wah Hing Shipping Company, said he was walking along Des Vœux Road Central about four shops from the corner of Jubilee Street, about 6 p.m. on June 27th when he saw a Chinese constable fire a shot with his service revolver up Jubilee Street. There was a crowd round a police motor-cycle and side car in Des Vœux Road near the corner. The witness was shot in the left hand. He did not hear any other shot fired.

The Magistrate: It is a most extraordinary thing. The constable fired in one direction and you were hit in another direction.

The Witness: I repeat my statement. I did not hear another shot fired. I was wounded in the first and second fingers of the left hand. I ran into a shop for shelter.

The Magistrate: You only heard one shot fired although people in the vicinity heard eight or nine shots fired?

Witness: Yes, but I didn't hear them.

The Magistrate: You must have been struck from heaven. The bullet must not have come from anywhere else?—I don't know.

You want some compensation from the Government, I suppose?—No; if the Government pays me compensation, I will accept it; but if it does not I am not asking for it.

I don't think you are likely to get it. When you were first questioned by the police you did not mention the constable at all. It is an obvious attempt to get some money.

Inspector Murison said the witness in his statement said he was shot from behind. The tale about the constable firing at him was new to him.

The Magistrate: Yes, obviously. He purposely said it to see if he could get anything out of it.

An Indian constable was next called. He said he was on duty at the Harbour Office and was walking along Des Vœux Road Central when he saw the defendant running. The man had a revolver in his right hand, whilst under his left arm he was holding a small leather hand-bag. The witness gave chase and when about four paces off the defendant turned and fired at him. The bullet went wide. The defendant ran into Wing Kut Street. Witness drew his revolver and fired a shot at him and blew his police whistle. The chase was continued into Queen's Road Central, towards the east, and from thence by Gilman Bazaar in Des Vœux Road Central. Near the market witness saw a Chinese constable fire at the defendant. Witness did not see the defendant fire another shot. The defendant dropped exhausted shortly afterwards and was arrested.

The case was adjourned for further hearing.

DARING ROBBERIES.

Mr. Lam Sau of No. 87, Jervois Street, second floor, has reported to the police that while he was reading in bed at about 9 o'clock on Tuesday night, five men entered his flat. They were armed with revolvers and drove his shop keepers into the back of the building and there bound and gagged them. Mr. Lam Sau was also held up. The shop safe was opened and $515 in American gold, $209 local currency and $232 worth of jewellery stolen. In addition clothing worth about $22 was taken. The robbers succeeded in getting away with their haul. In the struggle one of the fokis was slightly injured on the wrist, and has since gone into the Government Civil Hospital for treatment.

A robbery is reported from a house near the City Boundary, Pokfulum Road occupied by a Mr. Maygar, who states that $869 in jewellery and money has been stolen. Entrance must have been gained by way of the bath room window which was left open.

HEAPING COALS OF FIRE.

PROTECTING AN ABSENT DEFENDANT.

"Wing Shing, Wing Shing—O!" cried the usher in the Summary Court, Hongkong, yesterday afternoon. But the Wing Shing firm, of 286, Queen's Road Central, did not attend to defend a suit by their landlords, the brothers Chiu Chi and Chiu Ki, of 84, Jervois Street, to turn them out of their premises under the Rents Ordinance, 1921.

"Turn them out! Oh, those careless reporters!" the reader may ejaculate. "The Rents Ordinance keeps a roof over our heads." It is not a slip of the pen, "gentle reader"; under Section 4 (1) (f) of the Rents Ordinance aforesaid, "the landlord may turn out a tenant, after three months' notice,—providing he satisfies the Court that he proposes to reconstruct the place to such an extent as to make it a new building within the meaning of the Public Health and Buildings Ordinance, 1903.

Wing Shing started zealously to fight this action, but half way through the preliminaries he tired of the game and dropped out. His solicitor, not receiving those little financial encouragements which are essential to legal activity, dropped out, too.

Mr. M. K. Lo, for the plaintiffs, nevertheless placed his case before the Court in full detail and with meticulous care for, as he remarked, under the new Rents Ordinance landlords can take no risks; it may be suggested afterwards that their action was *mala fide*; the verdict would then be quashed and the landlord would be within the danger of the law.

The Court heaped coals of fire on the head of the defendant who had flouted its behests and insulted the King's Majesty by disobeying the summons to attend. At his expense, the proceedings were adjourned until Saturday in order that the last little bit of evidence against him might be brought, and that the Court might guard absolutely against doing him an injustice,—prior to giving judgment for the plaintiffs by default.

A DANGEROUS PROJECTION.

OLD BLIND WOMAN PROSECUTED BY THE P.W.D.

An old blind Chinese woman was prosecuted at the Magistracy, yesterday morning, by the Public Works Department, for failing to comply with instructions given for the removal of a concrete hood from her house which had become a danger to the public.

Mr. C. A. Grimes, who represented the Public Works Department, informed the Magistrate (Mr. Hamilton) that on June 22nd he visited the house, (in Shing On Street, Sai Wan Ho) and noticed that the concrete hood or balcony had become parted from the house. He reported the matter and on June 26th a "dangerous notice" was served on the defendant, ordering her to take the hood down. No notice was taken of this notice and on July 17th a "reminder" was sent. This was also ignored. On July 27th a summons was issued against the defendant. Mr. Grimes said he had been instructed to ask for a heavy penalty.

In reply to Mr. Hamilton the old lady said: I am blind; I am very old; I cannot read, so I took the notice to some of my friends. They told me I had to pull down the sign-boards outside the house. I had this done. I do not understand what they want now.

Asked by the Magistracy as to the woman's financial circumstances, Mr. Grimes said the woman owned the house. When the "dangerous notice" was served it was clearly explained to her then by a Chinese who understand the position.

A fine of $25 was imposed and an order made for the immediate removal of the hood.

A MILK PROSECUTION.

A SOLICITOR AND THE "SAMPLE."

A remand case, in which the defendant Law Mun was prosecuted by the Sanitary Department for selling milk not of a fit nature for consumption, in that it had been adulterated to the extent of 10 per cent. of water, came up for hearing at the Magistracy, yesterday afternoon.

Mr. T. M. Hazlerigg, Assistant Crown Solicitor, prosecuted, and Mr. W. B. Hind appeared for the defendant.

Mr. Hind asked for the discharge of the defendant on the ground that no sample of the adulterated milk, as examined by the Government Analyst, was produced in Court.

Mr. Hazlerigg produced part of a broken bottle, containing some dried milk, and said that owing to the fomentation of the milk the bottle had burst. He held that the sample had been produced.

The Magistrate (Mr. Hamilton) upheld Mr. Hazlerigg's view and, after the usual evidence had been taken, the defendant was fined $100.

THE INDEMNITY BILL.

THE CLAIM OF THE SHIPOWNERS.

There is considerable interest in shipping circles in the fact that the Indemnity Bill, first introduced in the Legislative Council by the Attorney-General on September 1st, 1921, is to be proceeded with to-day. For the first time for nearly twelve months the Bill appears on the Council's agenda paper without the customary "star" and footnote "will not be proceeded with at this meeting."

The full title of the Bill is "An Ordinance to restrict the taking of legal proceedings in respect of certain acts and matters done during the war and to provide in certain cases remedies in substitution therefore." It is, the Attorney-General explained on the last occasion that the Bill was before the Council "an indemnity bill such as is always introduced after any war of any importance." He also explained that the object of the Bill is to bar certain shipping claims in respect of ships requisitioned during the war. Shipowners here are to be restricted to "Blue book" rates; the Arbitration Board which considers claims will be guided by the same principles that guided the corresponding Board at home.

In a passage in which he spoke with unusual warmth, the Attorney-General reminded shipowners of the sacrifices in the war of other members of the community and urged that the Government was not acting unfairly in asking shipowners to shoulder their share of the common burden.

The Attorney-General also stated that the balance of the money (about two million dollars) collected under the requisition scheme was to be placed in a fund to redeem the war loan raised in the Colony.

It had previously been indicated by H.E. The Officer Administering the Government that the money would be utilised for building a hotel and flats in Kowloon in order to relieve the pressure on the housing accommodation, and this, we believe, formed one of the grounds of the opposition of the shipowners to the retention of the money by the Government.

Litigation is pending and, apart from the passing of the Indemnity Bill, we understand that the shipowners concerned believe they have a good chance of success. Even though the passing of the Indemnity Ordinance makes it impossible for the Government to lose its case before the Courts, the shipowners will still fight and will take their case to the Privy Council if needs be.

PACIFIC MAIL OFFICE ENTERED BY ARMED MAN.

FILIPINO ARRESTED.

The offices of the Pacific Mail Steamship Company, in Chater Road, were the scene of an attempted robbery on Tuesday night. A Filipino youth has been arrested by the police.

Shortly before 11 p.m. a Filipino entered the cashier's department and spoke to one of the *employés* who was working late. After making one or two commonplace enquiries the Filipino took his departure, saying "Good night."

Shortly before midnight, two coolies had an exciting experience whilst cleaning out the offices. They were both engaged on sweeping out the upstairs part of the office, when one of the Chinese felt his broom strike something unusual underneath a table. Stooping down to see what it was a man sprang out over the coolies' shoulders and made for the door. The other coolie tried to intercept the man, who, on seeing that there was likely to be a fight, produced a revolver, covered the two men and then backed out of the place by way of the Agent's office private sanctum and the cashier's office. Outside the man took to his heels down Chater Road, closely followed by the two yelling coolies. At the Café Wiseman the man turned into Ice House Street and made towards the ferry.

Hearing the noise an Indian constable, on duty at the wharf, rushed at the man and succeeded in staying his head-long flight. The fugitive again raised the revolver and pressed the point of it with considerable force against the constable's breast and pulled the trigger. Fortunately the chamber of the weapon was not loaded, but it was afterwards discovered that there were a number of rounds of ammunition in the magazine. Just at this moment a Chinese detective came up from behind and seized the man's hands. Seeing that he was likely to be overpowered he submitted a quietly to the police, but before doing so threw his firearm into the side-channel. The man was taken to the Central Police Station.

Later he was identified as the Filipino who had called at the Pacific Mail Office earlier in the evening. The man was wearing a pair of soft Chinese shoes and his movements after saying "good night" to the clerk could not be heard.

A search of the floor underneath the table where the man was lying, revealed a very fine set of burglar's tools wrapped up in a parcel. These included a powerful jemmy which could be used as a screw driver or a chisel; a saw for cutting iron and several files and an electric torch iron. Nothing has been stolen from the Pacific Mail Steamship Company Offices.

So far the arrested man has refused to reveal his identity to the police.

KEEP FIT.

"POGO."

THE ATHLETIC SUPERTOY.

10 MINUTES "POGO" EVERY MORNING BEFORE YOUR BATH WILL KEEP YOU IN GOOD FORM.

AMUSING. — HEALTHY. — CHEAP.

RACING. — BALANCING.

TENNIS. — NETS. — BALLS. — PRESSES. — POSTS. — TAPES. — GRIPS. — MARKERS.

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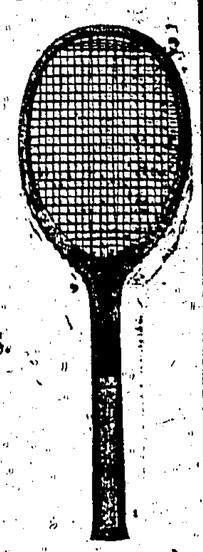
"ARGUS" & "UNITY"

TENNIS RACKETS.

12½ TO 14 OZS.



SLAZENGER'S

BADMINTON SETS.

COMPLETE WITH POSTS.

$70.00.

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LANE, CRAWFORD, LTD.

A NEW STOCK OF

BAROGRAPHS.

The

Special Self Recording Barometer

AND

The B.O.T. Pattern

Marine Mercurial Barometer

AT

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Wm. Powell Ltd

TELEPHONE 3146.

GREAT CLEARANCE SALE

OF

GENTLEMEN'S

BOOTS AND SHOES

NOW ON.

We are offering all sizes in BLACK, BROWN and WHITE at greatly decreased Prices. They are worth from $8.75 to $21.75 per pair.

SALE PRICE: $4.75 to $12.75.

ALSO

BARGAINS IN SHIRTS, TIES, BELTS, UNDERWEAR, ETC., ETC.,

20% OFF TRUNKS AND BAGS.

Inspection Invited at

No. 10, ICE HOUSE STREET.

NEW ADVERTSEMENTS

THE PEAK CHURCH.

THERE will be EVENING SERVICE and SERMON in the PEAK CHURCH, on the SUNDAYS in AUGUST at 6 P.M. [1331

THE HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

MR. FRED FISHER has been appointed Inspector for the Society.
MOWBRAY S. NORTHCOTE.
Hon. Secretary.
Hongkong, 2nd August, 1922. [1332

HONGKONG LAWN TENNIS ASSOCIATION.

THE SHIELDS will be presented to the Winners in the A. & B. Divisions by Mrs. SEVERN on SATURDAY, 5th inst., at the Indian Recreation Club Ground. Exhibition Matches will be played—"The Rest" *versus* the Winners in each Division commencing at 4 p.m.
JOHN C. FLETCHER.
1316] Hon. Secretary.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATE No. 2505 for 6 Shares Nos. 15651/15655 and 88688 standing in the Society's Register in the name of JAMES DAVID HUTCHISON has been declared LOST, and if at the expiration of one month from the date hereof, the above document be not forthcoming the said Certificate will be deemed cancelled and of no effect, and a NEW CERTIFICATE for the said Shares will be issued in its stead by the Society.
C. MONTAGUE EDE.
General Manager.
Hongkong, 2nd August, 1922. [1318

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 7th instant.
Hongkong, 2nd August, 1922. [1317

G. R.

IMPORTS AND EXPORTS OFFICE.

GENERAL HOLIDAY.

THIS Office will be open for all purposes from 9 A.M. to 12 NOON on MONDAY, the 7TH AUGUST, 1922. Licensed Warehouses will be entirely CLOSED on that day.
N. L. SMITH,
Superintendent,
IMPORTS AND EXPORTS.
Hongkong, 2nd August, 1922. [1320

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SICILIA."

ARRIVED HONGKONG ON 2ND AUGUST, 1922.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From PERSIAN GULF, B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 3 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 2nd August, 1922. [1319

NOTICE.

WE regret to inform our numerous Customers that, owing to the destruction by FIRE of our PRINTING WORKS (DUDDELL STREET), we shall be unable to meet their requirements till further notice.
KELLY & WALSH, LTD.,
1314] York Building.

TO-NIGHT AT THE CORONET

HAROLD LLOYD
IN
NOW OR NEVER
HER UNWILLING HUSBAND.

KOWLOON THEATRE.

THE JUNGLE GODDESS.

INTIMATIONS

NOTICE.

WE beg to announce to our Customers that we offer the following Reductions on the bases of our Price-Lists of JULY, 1922, for a period of THREE WEEKS from 1ST to 21ST AUGUST:—
SMOKERS' REQUISITES ... 15 %
CIGARS, CIGARETTES & TOBACCOS ... ... 10 "
B.A.T.'S GOODS—PRICE MODERATE

CASH ONLY.

TABAQUERIA FILIPINA.
[1310 38, Queen's Road Central.

HONGKONG HOTEL CO., LTD.

NOTICE.

ISSUE OF 17TH FEBRUARY, 1922, OF 109,650 ADDITIONAL SHARES OF THE NOMINAL VALUE OF $10, AT A PREMIUM OF $5 EACH. ($3 PER SHARE PAID UP).

SHAREHOLDERS are reminded that a SECOND INSTALMENT on the above of $3 per share ($2 plus $2 premium per share) falls due on TUESDAY, the 15th August, 1922. Remittances should be made to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, in Hongkong, on or before that date.

THE REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY, the 2ND to TUESDAY, the 15TH AUGUST, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. V. WARD,
Acting Secretary.
Hongkong, 27th July, 1922. [1302

HONGKONG TRAMWAY CO., LTD.
(INCORPORATED IN THE UNITED KINGDOM).

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of ONE SHILLING per Share on account of the year 1922 has been declared.

The DIVIDEND will be payable on and after WEDNESDAY, the 23rd day of August, 1922, to Shareholders on the Register on TUESDAY, the 8th day of August, 1922, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2s. 7¼d. per Dollar.

By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, 24th July, 1922. [1279

MRS. HAN INOKUCHI
TELEPHONE K 754.
No. 21, ASHLEY ROAD, KOWLOON.
Back of STAR THEATRE.

CERTIFICATED EXPERT MASSAGE (HAND AND ELECTRIC),
ALSO AT
PATIENT'S RESIDENCE BY ARRANGEMENT
[1197

DAIRY FARM NEWS.

DAIRY PRODUCE.

FRESH MILK
Also the following forms:—Sterilized, Skimmed, Butter and Scured.

FRESH CREAM
FULL RICH.

BUTTER
Daisy, Dairymaid and Shamrock Brands.

CHEESE
Edam, Australian Cheddar, American Stilton and Picnic.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE

ST. GEORGE'S BUILDING, HONGKONG.

Chairman of Board of Directors
MR. WONG SHIU HAM.

Chief Manager ... Mr. L. S. HOLUM.
Asst. Manager ... Mr. K. T. WONG.
Hongkong Manager Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings and Fixed Deposits bear interests at rates of 2 per cent., 4 per cent., and 6 per cent., per annum, respectively.

L. S. HOLUM
Hongkong, October 2nd 1920

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &C.,
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
Is given of the
HONGKONG WEEKLY PRESS
with which is incorporated
"THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance, $12 per annum. Including Postage to any part of the world, $14.

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID & STRAITS.

THE Steamship
"PEMBROKESHIRE"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 5th Aug., 1922, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas on 5th Aug., 1922, at 10 A.M. Claims against the steamer including those for cargo delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 29th July, 1922. [1307

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer
"THESEUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 31st July.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 7th Aug., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 21st August, or they will not be recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 31st July, 1922. [1309

PREPAID "WANTED" ADVERTISEMENTS

☞ Letters are lying at this Office for Boxes QV, RF, RU, RW, TH.

TO LET.—ASTOR HOUSE—A few more ROOMS To Let.—Apply at premises. [216

FOR SALE.—ESSEX CAR in First Class condition. Recently overhauled. Also share Private Garage with Telephone and Electric Light. Apply BEVINGTON, c/o BRADLEY & Co., LTD. [212

WANTED.—Architectural Draughtsman, must be experienced and quick worker. Apply to LEIGH & ORANGE, 1, Des Voeux Road Central. [215

PRINTING Establishment Executive seeks New Situation. 17 years' experience in Printing, Publishing, Stationery and Bookselling Business. Specialist in Paper, Printers' and Bookbinders' Machinery and Materials. Good Salesman and Advertisement Writer. Speaks Cantonese. Pelmanist. Total Abstainer. Age 33. A1 Reference. Address—"ENERGETIC," Box T.S., c/o *Daily Press* Office. [214

LOST.—A Small Brown Canadian POMERANIAN BITCH—Disappeared from No. 5, Leighton Hill on Sunday, 30th July, about 6 p.m. Information leading to recovery will be rewarded by E. BULLOCK, 5, Leighton Hill Quarters. [213

WANTED.—Competent BOOK-KEEPER required immediately for Tientsin. Applications should state age, nationality, salary required, give full particulars of previous experience, and be forwarded, with copies of testimonials, to Box No. T.R., c/o *Daily Press* Office.

MODERN BUNGALOW, Fully Furnished, at Chiuing Chow, To be Let or Sold as from September 1st.—Write A.Z., office of this paper.

WANTED. — USED POSTAGE STAMPS of all kinds, Common or Rare, any amount, up to ten or a hundred thousand, or more. Good prices paid. Buying list free. Address: Oroc Stamp Co., Box 723, Manila, Philippine Islands. [206

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown]
Further details apply;
435] W. G. HUMPHREYS & Co

FOR SALE.

SMART 55-foot STEAM LAUNCH. Price—$7,000.
Apply Box No. 1273,
1273] c/o *Daily Press* Office.

INTIMATION

SEASONABLE SUMMER BEVERAGES.

WATSON'S
DRY GINGER ALE
Its dryness and aroma are features which give this drink the popularity it deserves.

"PYERIS."
SPARKLING MINERAL TABLE WATER
Healthful and refreshing. Blends excellently with Whisky.

WATSON'S
STONE GINGER BEER
Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

"FORMAZONE"
Possesses the characteristic simulating and refreshing qualities of Champagne; it has a delicious flavour.

A. S. WATSON & CO., LTD.,
AERATED WATER MANUFACTURERS
TELEPHONE 436.

BIRTH.

BICKERTON.—At Shanghai, on July 27th, to Mr. and Mrs. H. BICKERTON, a son.

MARRIAGE.

TEBBUTT—DEAN.—At Shanghai, on July 27th, LIONEL FRANCIS TEBBUTT, to FLORENCE ELIZABETH DEAN.

DEATH.

HABECOST.—At Peitaiho, DELPHINE, aged 14 months, dearly beloved youngest daughter of Mr. and Mrs. Alexander Habecost.

HONGKONG OFFICE: 10A, DES VOEUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 3RD, 1922.

A STUPENDOUS BRITISH ANNOUNCEMENT.

IT has become perfectly clear that some modification must take place in regard to the amount of the war debts and reparation payments if the world is to escape an impossible situation. Mr. F. C. GOODENOUGH, Chairman of Barclay's Bank, Limited, expressed himself to this effect two or three months ago when addressing the members of the American Chamber of Commerce in London. From the telegrams we publish to-day regarding the subject of inter-governmental indebtedness the British Government makes it clear that it is entirely in sympathy with the proposal made to it by the European Allies that it should take the lead in a comprehensive settlement of inter-Governmental indebtedness by remitting the European debts to Great Britain, and the British Government has made a public declaration which is at once of a startling and stupendous character. Great Britain is in no position to take the lead which the Allies desire her to take in the matter of the war debts unless the United States is prepared to remit British indebtedness to herself. The lead in this matter, in the circumstances, falls to the United States. Great Britain borrowed from the United States after the latter country entered the war, sums totalling £932,000,000, and during the same period a somewhat large sum was lent by Great Britain to the Allies, in addition to that which she had already lent to them before that period. Mr. GOODENOUGH, in the address to which we have already alluded, emphasised that if Great Britain had not lent this sum to her other Allies, it would have been unnecessary for her to have borrowed one penny piece from the United States of America. "Everyone would agree," he said, "that, through the action of Great Britain, America was in a far better position than if the money had been lent by her directly to the other allied countries." Great Britain has never expressed any intention or desire of evading this debt of £932,000,000 for which she has made herself liable. She is, in fact, meeting the heavy interest on the debt as it falls due, and in all responsible quarters the view has been taken that Great Britain will inevitably pay this debt, though it was incurred on behalf of others; but unofficially in the great banking and commercial circles of the country the hope has been expressed that America would not press for payment, but give ample time and lend Great Britain a friendly hand in the matter of interest by modifying the rates while she is still finding it a hard struggle to cope with the financial obligations which she incurred through the part she played in the war. Officially, Great Britain is evidently "too proud to ask" for this, but in view of the nature of the identical Note which the Government has addressed to the other Powers of the alliance it would not be surprising if some joint representation were not made by them to the United States on the subject. In such circumstances we cannot believe that the United States would show any disposition to be less generous in the matter than Great Britain herself is prepared to be towards the impoverished Powers of Europe, were it not that she remains under an obligation to meet the liabilities she has incurred towards the United States. The Note which Great Britain has addressed to the Allies clearly calls for some public pronouncement by the United States on the subject. So far as Great Britain is concerned she is not likely to officially ask America for any remission of her liabilities, but in view of the circumstances in which this enormous debt was incurred a spontaneous renunciation or modification on America's part in the interests of the common good of the world would be an act which would earn for her the everlasting gratitude of Europe.

The announcement which the Note makes as to the policy of Great Britain is one of the highest importance. The total of the war debts due to Great Britain from the Allies, Russia and Germany amount to nearly 3,400 millions—nearly four times as much as Great Britain is owing the United States—and the Note says: "In no circumstances do we propose to ask more from our debtors than is necessary to pay our creditors." But more startling still is the announcement in the concluding portion of the Note, that so deeply convinced has the Government become of the economic injury inflicted on the world by the existing state of things, that it would be prepared, subject to the just claims of the other parts of the Empire, that Great Britain should abandon all further right to German reparation and all claims to repayment by her Allies, provided that the renunciation formed part of a general plan whereby the great problem could be dealt with as a whole and a satisfactory solution found. A stupendous announcement indeed! All thoughtful students have foreseen that some such proposal was, sooner or later, inevitable. But it needed a statesman of the highest courage to make it, and it can surely come with no greater weight than from a statesman of the experience and ability of the EARL OF BALFOUR, who, it is stated, prepared the Note and issued it with the approval of the majority of the members of the British Cabinet. We are not surprised that complete unanimity should be lacking in the Cabinet on the subject; but, if it is a practical proposal, it is clear that there is no quicker or more certain way of restoring the economic equilibrium of the world than such a proposal as this offers.

To-day's advertisements give the reminder that Monday next is a general holiday.

It is announced that Mr. Fred Fisher has been appointed Inspector for the Hongkong Society for the Prevention of Cruelty to animals.

Madame Lottie Gordon, who has been seriously ill, with malaria fever, followed by sunstroke, has now recovered, and was able to leave the Peak Hospital last Saturday.

Mr. E. D. C. Wolfe, Captain Superintendent of Police, who has been to Weihaiwei, and spent a day or two at Shanghai on his return, is due back to-day on the *Empress of Russia*.

A chair carrier at Canton has suddenly become rich through purchasing a pawn ticket for a quilt. After redeeming the quilt from the pawn shop, he found a package inside the same containing seventeen one-hundred dollar Hongkong currency notes and twenty-three five-dollar American gold pieces.

As the outcome of conversations between the men and their employers, members of the lighter staff of the Shanghai Tug and Lighter Co., who went on strike recently, returned to work. The men went on strike without notice on a question of wages, and as a condition prior to consideration of their claims they resumed duty.

The Peking Cabinet is reported to have received a telegram from Mr. Tang Shao-Yi, who is in Heungshan, Kwangtung, declining the offer of the Premiership. Mr. Tang states that he sees no possibility of national reunification at the present juncture and that the situation will merely be aggravated by his acceptance of the Premiership.

A correspondent in a Shanghai contemporary asks:—Can it be that the Shanghai ladies have developed a "Mahjongg" muscle to their necks? In the early stage of the game, most ladies, after playing the Chinese game for an hour or more, complained of a kink in the back of their neck. At present, I hear not a murmur. Is it because they are so intent on their game, or have they truly developed a "Mahjongg" muscle?" Is the muscle yet noticeable in Hongkong?

The United States Post Office has announced that hereafter no matter will be accepted in this office for despatch to countries foreign to the United States and possessions. Mail matter found in the drop boxes of this office, addressed to countries foreign to the United States and possessions and bearing the sender's address, will be returned to sender; such mail matter not bearing the sender's address will be sent to the Shanghai Post Office for disposition.

Dealing with the present business outlook, Mr. T. Nomura, a leading banker of Osaka, says that a short-lived boom may be experienced in the near future in Japan, to be followed by a big slump and possibly by a financial panic. The three factors which indicate this development are a strong tendency of supply exceeding demand; lack of harmony in the financial market, and a shrinkage in the margin of profit without an apparent prospect of early recovery. Mr. Nomura already sees indications of the false boom.

Mr. Roland Bradell, in a letter to the *Straits Times*, submits a statement of the "personal emoluments" of the Civil Service in 1921 and 1922 and says: "The 1921 Budget (made in 1920) may be termed a Boom Year Budget; that of 1922 a Slump Year Budget. It will be seen that the emoluments in the slump year largely exceeded those in the boom year, despite the fact that a greatly diminished revenue was estimated. I leave your readers to draw their own conclusions as to the mental attitude of those responsible for passing the 1922 Budget."

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY]

THE MANILA SHIPPING STRIKE.

GOVERNMENT WILL NOT INTERFERE.

MANILA, August 2nd.

Sixty-four inter-Island vessels are tied up owing to the strike. Governor-General Wood has stated that he will not interfere except to preserve order and unless the coastguard and lighthouse services are affected.

The captains and engineers employed by the Customs have struck, disobeying an order to remain aboard.

JAPAN'S PACIFIC MANDATE.

REPORT UNDER CONSIDERATION.

GENEVA, August 1st.

The Permanent Mandates Commission of the League of Nations has considered the report of the Japanese Government on Japanese administration in the Pacific Islands held by Japan under mandate.

The Commission is giving special attention, *inter alia*, to questions concerning the labour regime, regulation of the liquor traffic, education, land tenure, and the fiscal system.

It was arranged that certain points on which the Commission desires further elucidation be dealt with more thoroughly in the next annual report.

TYPHOON WARNINGS.

The telegrams quoted below were received from the Manila Observatory yesterday:—

9.00 a.m.

Typhoon in about 122deg. Long. E. 21deg. Lat. N. inclining northward.

10.50 a.m.

Cyclone or typhoon near or over the Southern part of Formosa Channel moving N.W.

ABLES.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

DEBTS AND THE PARATIONS QUESTION.

TAIN'S STUPENDOUS ANNOUNCEMENT.

PREPARED FOR RENUNCIATION.

LONDON, August 1st.

British Government has prepared e with regard to reparations and Governmental indebtedness, which ng circulated to the Allied Govern-

s understood that the Note indicates the British Government doubts who in view of the attitude of the United s with regard to the payment of to America, Britain will be able rry out the suggestion that she d take the lead in a comprehensive eme of inter-Governmental in- dness by remitting the European s to Britain.

TAIN'S BURDEN OF TAXATION

LONDON, August 1st.

ritain has addressed a Note to France, y, Jugo-Slavia, Greece, Rumania and ugal explaining that, following the ted States demand for repayment of British debt to America, amounting £850,000,000, Britain is compelled to uire repayment of the Allies' debts to tain, amounting to £1,008,000,000.

he Note emphasises the great reluct- e of the British Government in ndoning the idea of relinquishing all r debts and reparations, but it ex- ins that Britain cannot pay America ile forgiving the Allies their debts, but Allies will only be asked to repay fficient sums to enable Britain to repay nerica.

The British Note admits that the United tates is only exercising its undoubted ghts in pressing for repayment of the nglo-American debt, but it contends hat it cannot be right that one partner n a common enterprise should recover ll she lent, and another, while recovering othing, be required to repay all she bor- owed, which procedure cannot be accept- d by the British people, who are suffer- ng an unparalleled burden of taxation, mmense diminution in national wealth nd serious unemployment. The Note points out that a large part of the British debt to America was incurred on behalf of France, Italy and Belgium and that Britain's debt to America was only about a quarter of the total war debts due to Britain from the Allies, from Russia and from Germany, namely, £3,400,000,000. It says that in no circumstances do we propose to ask more from our debtors than is necessary to pay our creditors.

THE ECONOMIC INJURY TO THE WORLD.

LATER.

The British Note concludes that the Government does not suggest, either as a matter of justice or expediency, that Germany should be relieved of her obligation to France or other Allied States, but is so deeply convinced of the economic injury inflicted on the world by the existing state of things that it would be prepared, subject to the just claims of other parts of the Empire, that Great Britain should abandon all further right to German reparation, and all claims of repayment by the Allies, provided the renunciation formed part of a general plan whereby the great problem could be dealt with as a whole, and find a satisfactory solution.

COPY OF NOTE HANDED TO AMERICAN AMBASSADOR.

A copy of the Note, which was prepared by the Earl of Balfour and approved by a majority of the Cabinet, was handed to the American Ambassador as an act of courtesy.

NEWSPAPER OPINIONS VARY.

LONDON, August 1st.

The British Note is generally fairly well received by the Press, most of the criticism being mild.

The *Times* fears that the prospect of securing a general settlement of the reparations question is not improved thereby, owing to the effect on America.

The *Westminster Gazette* says the case for the policy followed is manifestly strong, but the paper would have preferred to set America a generous example by cancelling the indebtedness of the Allies.

The *Daily News* thinks the note is chiefly a warning to France.

The *Daily Chronicle* suggests that a partial general cancellation of European debt might be possible even without America, if France was in the mood.

The *Morning Post* deeply deplores the note, which it says will annoy America and make France despair. The newspaper condemns applying charity in equal doses to France and Germany.

LATEST CABLES.

GERMANY'S DEBTS.

FRANCE READY TO ACT AGAINST GERMANY.

PARIS, August 1st.

The text of Premier Pioncare's reply to Germany shows that France requires an assurance that £2,000,000 will be paid by August 15th. Coercive measures are threatened in the absence of an assurance by August 5th. The Note adds that a very complete plan, if such measures are decided on, has been prepared, but will not be disclosed at present.

EARLIER CABLES.

A PROTEST AGAINST FRENCH ATTITUDE.

BERLIN, August 1st.

The British acknowledgment of Germany's request for a reduction of private debts payments is much milder than the French Note, mentioned yesterday. It states that it will discuss the question with the Allies as soon as possible with a view to delivering a joint reply.

Meanwhile, Germany, replying to the French Note, asserts the impossibility of continuing the monthly payments of fifty million gold marks on the aforementioned account simultaneously with the reparation payments. She protests against the French threats and says Germany will make every effort to fulfil the obligations, but this presupposes a restoration of her economic health, which can only be effected through the speedy co-operation of all the Powers.

LATEST CABLES.

SIR KEITH SMITH'S PROPOSED WORLD FLIGHT.

PREPARING THE ROUTE.

VANCOUVER, August 1st.

It is stated that Sir Keith Smith is expected to arrive in September, when he will be engaged in preparing the route for his flight round the world, crossing the Pacific by the Kurile and Aleutian Islands.

BRITAIN'S PROPOSED AIR FORCE.

TO CONSIST OF OVER FOUR HUNDRED MACHINES.

LONDON, August 1st.

It is reported that the proposed defence Air Force will consist of twenty squadrons with a full quota of reserves, making four to five hundred machines.

ITALIAN MINISTRY FORMED.

PUBLIC SERVICES MAINTAINED.

ROME, August 1st.

The day passed quietly and public services were maintained regularly everywhere. The railwaymen remained at work, soldiers and Fascisti replacing the strikers.

The only disturbances were a fight between Communists and Fascisto at Genoa, where two communists were hurt, and a collision at Leghorn, where a number of persons were injured. "The strike is a complete failure in many towns.

EARLIER CABLES.

FASCISTI AND SOCIALISTS EXCLUDED.

ROME, August 1st.

Signor Facta has formed a coalition Cabinet, excluding Fascisti and Socialists, with Signor Schanzer as Foreign Minister. The King has approved the personnel.

STRIKE OF LITTLE CONSEQUENCE.

ROME, August 1st.

The general strike has so far interfered but little with the public services outside Rome, where reduced tram and railway services are running with the assistance of Fascisti and the military. Newspapers are not being published.

THE BRITISH WORLD FLIGHT.

MAJOR BLAKE'S ITINERARY.

LAHORE, August 1st.

The Aviator, Major Blake, has proceeded to Delhi. Thence he will fly to Allahabad, Calcutta, Burma, the Malay States, China, Kamchatka, Alaska and Vancouver, where he will pick up a fresh machine and then proceed to Halifax, whence a flying boat will carry him to Labrador, Greenland, Iceland, the Orkneys and London, which he expects to reach in October.

LAHORE-AMBALA SECTION SAFELY NEGOTIATED.

AMBALA, August 1st.

The British Airman, Major Blake, has arrived from Lahore

DEPRECIATION OF GERMAN CURRENCY.

MARK DROPS A FURTHER TEN POINTS.

LONDON, August 1st.

News of the meeting of Premiers, fixed for Monday next, has imparted a brighter tone to the London exchange market. German marks recovered sharply to 2,705, but on the appearance of renewed offerings receded again to 3,010.

TRADING WITH GERMANY.

AUSTRALIA'S RESERVATION.

MELBOURNE, August 1st.

Australia has officially resumed trading with Germany, but the proclamation prohibiting the entry of goods from ex-enemy countries without the consent of the Minister of Customs will not be revoked at present.

THE "EGYPT" INQUIRY.

EVIDENCE REGARDING CREW'S DISCIPLINE.

LONDON, August 1st.

On the resumption of the Board of Trade inquiry into the loss of the P. & O. liner *Egypt*, Sir Frank Notley, Marine Superintendent of the Company, said there was no language test for officers, but they were encouraged to make themselves familiar with Hindustani. He agreed that it was essential that officers should be able to speak the language of the Lascars. Replying to the Solicitor-General, Sir Frank Notley did not think the Company would be better off if it had a regular language test for officers. He agreed that Lascars in emergency required good leading and that the safety of the ship very greatly depended on the Lascars being well led. He believed that one or two officers had been discharged since the sinking of the *Egypt*. The discipline as described was bad, but it was difficult to believe all the evidence. He was of opinion that owing to the suddenness of the collision and the enormous list, the discipline of the majority of the crew broke down. The Company had not held an inquiry in connection with the case: it had never had such a case before.

Replying to Mr. Bucknill, who appeared for the Indian Office on behalf of the Indian members of the crew, Sir Frank Notley said the Lascars performed invaluable service during the war, and behaved well during submarine attacks. He was of opinion that the P. & O. Company's discipline would stand comparison with any service in the world.

AWFUL RAILWAY DISASTER.

FORTY KILLED IN COLLISION.

PARIS, August 1st.

It is reported that 40 were killed and 50 injured in a collision at Ville Contal between two pilgrim trains from Moulins to Lourdes.

OVER-CROWDED TRAIN CAUSES RUNAWAY.

LATER.

Graphic details to hand of the accident at Ville Contal, mentioned in an earlier cable message, show that the trains were crowded with pilgrims, many of whom were blind and crippled.

The driver of the first engine, which was crawling up an incline, discovered that the train was over loaded. The driving-wheels refused to grip the fog-damped rails, and the train slipped back with increasing momentum. The driver of the second train saw the runaway approaching and applied his brakes, but was unable to avoid the crash.

PRESIDENT HARDING'S PROPOSALS PARTLY ACCEPTED.

WASHINGTON, August 1st.

The Railway Executives rejected President Harding's proposal that the striking shopmen be reinstated without forfeiting seniority and other rights, but conditionally accepted his other two proposals for settling the strike. First, that operators and workmen agree to recognise the validity of all decisions by the Railroad Labour Board. Secondly, the carriers to withdraw all lawsuits, and the Board's decisions are to be taken to the Boards by either party for re-hearing.

CYCLONE DERAILS TRAIN.

RANGOON, August 1st.

A portion of a local train carrying 150 passengers was blown off the line by a cyclone between Pegu and Thatun. It fell into water-filled excavations. Three were killed and 22 injured.

HEAD-ON COLLISION IN AMERICA.

CINCINNATI, August 1st.

Fifteen were killed and many injured through a head-on collision between a negro excursion and passenger trains.

AMERICAN COAL STRIKE.

WELCH MINERS' PROPOSED ACTION.

LONDON, August 1st.

The South Wales Miners' Council suggest that the International Miners' Committee take steps to prevent sending coal to America.

HORATIO BOTTOMLEY EXPELLED FROM PARLIAMENT.

BUT STILL PROTESTS HIS INNOCENCE.

LONDON, August 1st.

The House of Commons agreed to a motion by Mr. Chamberlain expelling Mr. Horatio Bottomley from membership of the House.

The Speaker had previously read a letter from Mr. Bottomley solemnly protesting he was never guilty of conscious fraud, however irregular or unorthodox his methods might have been.

SINGAPORE'S GOVERNOR.

LEAVING HOME TO-MORROW.

LONDON, August 1st.

Sir Laurence Guillemard, Governor of the Straits Settlements, sails for Singapore *vid* Canada on August 3rd. Lady Guillemard will remain in England until November 1st.

MORE INDUSTRIAL TROUBLE IN AMERICA.

TRAMWAY STRIKE IN CHICAGO.

CHICAGO, August 1st.

Twenty thousand employés of the street railway struck this morning, owing to a reduction in wages.

(Continued at foot of next column.)

WHAT I HAVE LEARNED ABOUT SHIPPING.

BY CAPT. ROBERT DOLLAR.

[FROM "THE NATION'S BUSINESS," WASHINGTON, D.C.]

A subsidy for American ships has been proposed in Washington. The whole country, as well as the shipowners of America, are very deeply interested in the question. Our ships are laid up in large numbers in various harbours, costing money instead of earning money.

I have been operating ships for a good many years and I feel that I ought to know something about the subject. I have always felt that a shipowner who must have "pap" from the government does not deserve to be in the business. We do not need any advantage over the other fellow; we can take care of ourselves. But we do ask for an even break—government interference and foolish laws have so far prevented that.

As I said I have been in the business a good many years. The difficulty of getting vessels to carry the lumber I was manufacturing in northern California caused me first to take an interest in shipping. Rates were high and bottoms hard to get. So we bought the *Newsboy* of about 300 tons, and she paid for herself in less than a year. We then bought several more vessels. That was in 1893.

It is about twenty years since we sent our first steamer to China. It was the *M. S. Dollar* and the result of that voyage was a loss. This convinced me that if we were to make a success of this trade we would have to have an organization on the ground. So I made a trip and carefully looked over the field and, as a result, opened an office in one small room on the Szechuen Road, Shanghai.

This was certainly starting on a very small scale, but this is my ideal—start on a small scale and work up from a sure foundation. We were forced to move several times to get larger quarters, and we now have our own office building, one of the handsomest in the wonderful city of Shanghai. At present we have eleven offices in the Far East, and each of them seems to have plenty to do. The same progress has been made in America. Twenty years ago we only had San Francisco office; now we have five others. Our fleet has grown until it includes thirteen good cargo steamers and ten sailing vessels.

For all this I have absolutely no reason for self-glorification but have to thank a good Providence that has permitted such success.

The necessity for return cargoes made us open our offices in the Far East. We filled the ships with our lumber on this side, but we had to work it so they made a profit both ways. We ran into some queer things in this China trade. When we first began to ship, the Chinese demand was only for the largest timbers. This naturally left a by-product of small boards, but the trade would not buy them. We knew that they took the big timbers and sawed them painfully into boards by hand, yet at first they would not buy the boards ready-made.

Now every successful foreign trader knows that you have to give your customer what he wants, but there is something to be added to that—if you can gradually show your customer the advantages of taking something better, he will agree to the change. That is what we did with our Chinese customers. We shipped a sprinkling of the small boards, and this gradually created a very good market for them.

Our country is coming to a better appreciation of foreign trade, but there is still need for education along this line. This trade is not merely important to residents of seacoast cities and seafaring folks. Indeed, the man whose interest is in ships should be placed last upon the list of those whose interest in foreign trade is vital. I think those interested should be mentioned in this order: first, the farmer; second, the manufacturer; third, the merchant who has branches or representatives in foreign countries; fourth, the banker who finances and furnishes exchange; fifth, the shipowners who furnish bottoms for the carriage of ocean trade.

Ships are the best missionaries of trade. Not finding a cargo ready to unload where she has discharged her freight, the ship looks around to find one. She will even go to the length of buying one if she can find one no other way. Here is the way it works:

We will say that one of our ships can buy hemp in Manila at a certain price. We, at the home office, know the price at which hemp can be sold in the United States. If that which she can buy can be sold at an advantage great enough to give us profit, possibly only enough for reasonable freight rates, it is wise for us to buy it.

We buy the hemp; the ship brings it; we sell it. Thus we get, at least, freight charges for its handling and carriage, and a new trade has been established. See how the vessel has acted as a trade missionary?

You might be surprised to learn that China could sell pig iron to the United States; just the same our ships have built up a nice little trade of this sort. We were stimulated by the fact that the ships lacked cargoes to bring home after they had discharged those which they had carried westward. They are now bringing on each homeward voyage enough to make that voyage profitable. It must be clear that not only our company but the whole commerce of the country benefits.

We sent cargoes to the Philippines some years ago and, in order to make the voyages profitable, brought copra back with us. Before that no trade with the Philippines in copra existed. Now it is a very satisfactory affair, amounting to 20,000 to 30,000 tons a year.

On a trip to Japan I become convinced that there were possibilities of trade between Hakodate, Otaru, and Muroran. We needed return cargoes for our ships. Being pleased with the quality of Japanese oak, I bought six oak railroad ties and took them to San Francisco. This was the first oak ever taken from Japan to the United States. We tried those pieces out by making them into furniture which proved to be satisfactory. We then made contracts to deliver large quantities of ties to the Southern Pacific Railroad Company which was about to start extensive building in Mexico. We bought the standing timber, put in men to cut it and had it stacked and ready for the time when other cargoes would be lacking. There were plenty of such occasions. Besides the ties, much of this oak was later made into furniture in this country.

To show the freaks of commerce—that year the steamer *Hazel Dollar* took a cargo of Oregon fir ties from Puget Sound to Tientsin, China. Returning she loaded Japanese oak ties for Mexico!

There are plenty of freaks in foreign trade. I recall that some years ago we were in a port in China where we had been shipping back Chinese raw cotton. It was almost unbelievable. I asked our manager if he had investigated this.

"No, sir," he said, "we are getting the trade both ways, and I think we should keep quiet about it."

But I was a little inquisitive, so I went to the man shipping the Chinese cotton and asked him to explain the matter to me, and this is what he said:

"Here is some American cotton. It has long fibers and is very fine and straight. This over here is Chinese cotton which is very short grained and crinkly. By some ho-cus-pocus that I cannot explain to you, I ship this Chinese cotton on your ships, and when it gets into the New England factories it is converted into wool to make all-wool clothing."

There are dangers and adventures about this business, too. During the Russo-Japanese War in 1904 we chartered the steamer *M. S. Dollar* to carry a cargo to Vladivostok for the Russian Government. Finding the La Perrouse straits blocked with ice, there was nothing left for her to do but to try to make it through the Straits of Tsugaru. She lay far enough out so that her smoke could not be seen, and on a very thick, stormy night she put out all her lights and made a run for it.

The two Japanese gunboats guarding each end of the straits had been warned to watch out for her, but, strange as it may seem, she got by them without being seen. The straits are 12 miles long and only 3 miles wide.

The captain had been promised a fat bonus by the Russians if he got through, and he was pacing the deck after he had cleared the straits figuring what he would do with all his money. His castles in the air were interrupted by the beam of a search-light on the ship, and soon afterward a cannon boomed a polite invitation for him to top. The signal was obeyed. Japanese officers and armed marines came on board—they were from a warship which had accidentally discovered the steamer.

The steamer was taken to near Yokohama for the appearance of her officers in prize court. The captain was the only one on board who knew her destination and he refused to tell. Her papers simply showed her destination as Moji. My son, Stanley, had arrived in Yokohama but knew nothing of the capture until an officer placed him under arrest, stating that next day he would be taken before the prize court. When he came before the court the judge said:

"You got a letter at the Kobe postoffice from San Francisco; I want to see it."

The letter was handed over and the judge read it.

"This letter," said the judge laughing, "is from your father and he tells you that this vessel is going to the Orient; the Orient is a very big place. Your father must be a very astute old gentleman. I should like very much to meet him."

Finally the captain made a clean breast of it and was released. Stanley asked the commandant of the Navy Yard if he could take a souvenir off the ship, and the commandant asked what he wanted. My son answered that he would like to have the ship's anchors and chains. The Commander protested seriously that he could not allow those to be carried off but was kind enough to let Stanley have a silver sugar bowl which had his mother's name on it.

That ended for the time being our connection with this fine vessel. We had her insured against loss from war risk for $180,000, which the insurance companies paid. The Japanese used the steamer for a troopship during the war, after which she was put up at public auction. I bid her for $55,000.

Our company ran into the World War soon after it started—before the battle off the Falkland Islands. Some weeks before this engagement the *Robert Dollar* left an Atlantic port with a full cargo of steam coal ostensibly destined for Manila or Batavia. Her charter provided that she should call at Fernambuco for orders. The moment I read the charter I thought there was something wrong, but the steamer was at sea by that time and nothing could be done.

Luckily Captain Morton, her commander, was a staunch Britisher and was also suspicious. Instead of going into Pernambuco he lay off the port. A small boat carrying three Germans came out to the ship. They ordered him to Montevideo, off which the German fleet was lying. Captain Morton flatly refused to obey the alleged orders, whereupon the Germans offered him $5,000 in gold if he would steer the vessel south.

That was a little too much for the captain, and the result was that three badly mussed up Germans went down the ship's side faster than they had come up, and the *Robert Dollar* steamed off for the China Sea. So the German fleet went hungry for that coal and soon after was at the bottom of the sea. This incident was later the subject for a story by Peter B. Kyne in the *Saturday Evening Post*, entitled "Ireland Uber Alles." You might have read it at the time.

There was another war problem later that I had to take hold of and manage myself. In May, 1917, I was in Shanghai. One fine morning I received a cable from the British Commodore at Hongkong saying that he had commandeered all our steamers and asking when and where we would deliver them. Our ships were then under the British flag, since the Seamen's Law had made it impossible for me to operate them under American registry. After wiring the Commodore I went aboard the *Bessie Dollar*, which was ready to sail, and went to Hongkong, where I immediately called on the Commodore. He was very nice about it all. In answer to a question he told me that he wanted our vessels to carry coolies from North China to Vancouver for transportation to France.

"Would it be satisfactory," I asked, "to allow me to do the work for you and use the space in the ships not otherwise needed?"

He said such an arrangement would be entirely satisfactory but that I had overlooked the very important matter of compensation. I then dictated a letter to him stating what I had agreed to do and stating that I would leave the compensation entirely to the Admiralty in London. He was a very much surprised man.

"What if they pay you $1 for each ship?" he asked. I replied that this was war time and that I would stand by my offer.

The following day he sent for me. He said that in justice to me he had cabled my entire letter and that he had the reply from London. This reply was entirely satisfactory; in fact the price they set was considerably more than I would have asked! The business, along with the freight that we carried, turned out to be all that we could have desired but nothing could have been more dismal than the loss of all our ships, with the resultant paralysis of our Far Eastern business.

Such things as this illustrate how a man in our business has to think and work fast at times. He also has to look ahead as well as he can. In November of 1917 I saw "breakers ahead," and I asked the Russian, British and Canadian governments to release the Robert Dollar Company of its obligations in running steamers to Vladivostok with war materials. We had to keep after them and finally got permission to discontinue sailings. And it was not a day too soon. The last vessel, the *Bessie Dollar*, just did get out without delay. Steamers arriving after her were diverted to other ports.

All the physical dangers of our trade are not confined to war times. China is unfortunately cursed with bandits, and they do as much harm to commerce as they can. On one of my trips to Ichang on the Yangtse River I found that our office, along with the rest of the town, had been looted and the contents destroyed. The same thing had happened six months before. We replaced everything and were soon doing business at the old stand.

Because of those lawless bands our steamers that run on the river had armour plate to protect the captains and pilots. At Li-fu, Chang bandits on shore fired a volley at our steamer, but none of them pierced the armour plate. The boat had some marines on board and with their machine guns they made short work of the bandits. Eleven bodies were seen to float by. This action gave our steamer a clean bill of health at the place and she has not been molested since.

Never here are two statues cut into the solid cliff. They represent an honest man and his wife. From the reception our steamer got there we must assume that even in olden times an honest man and his wife were such a rarity that their memory was perpetuated. It is refreshing to know that centuries ago there was an honest man in this den of bandits.

COUNTY CRICKET.

GLAMORGAN SCORES A WIN.

LONDON, August 1st.

At the Oval, Surrey led Kent on the first innings of a game that was obviously marked by heavy scoring. In Surrey's first innings Fender scored 137 and Sandham 129, while in Kent's second innings Hardings scored 119, Seymour 129, and Woolley 100.

At Southampton, Hants beat Warwick by an innings and 178 runs, Mead scoring 211 not out and Day 107.

At Worcester, Northants beat the home county by three wickets. In the winners' first innings Bellamy scored 168, while in Worcester's first innings Gilbert Ashton scored 125.

At Sheffield, Yorks beat Leicester by an innings and 190 runs. For the winners Oldroyd scored 128.

At Manchester, Lancashire beat Gloucester by nine wickets.

At Brighton, Essex beat Sussex by 181 runs. For the winners Louden captured 13 wickets for 86.

At Chesterfield, Notts beat Derby by seven wickets.

At Weston-super-Mare, Glamorgon defeated Somerset by 117 runs, this being the winners' first victory of the season.

STABILISING THE RUBBER INDUSTRY.

BRITISH GOVERNMENT TRYS TO OBTAIN DUTCH CO-OPERATION.

LONDON, August 1st.

In the House of Commons, Mr. Churchill, replying to Major Glyn, said that the Colonial Office was continuing its efforts to secure the co-operation of the Netherlands Government in the scheme for improving the outlook in the rubber industry; otherwise the present financial difficulties in Malaya would be rendered easier only with a improvement in the general position of the world market.

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WHAT IS A JUMPER?

JUSTICE LUSH'S DEEP DISTRESS.

What is a jumper? Is it a costume?
Why do they call jumpers jumpers?
What is lingerie?

Mr. Justice Lush, almost pathetically, asked these questions in the King's Bench Division recently when he was asked to decide whether jumpers come under "dress-making" or "millinery."

His Lordship throughout seemed puzzled by the technical terms used by the dressmaker and milliner concerned in the case, and after asking counsel whether a jumper was a costume, added pathetically, "You can't expect me to know, can you?"

The plaintiff, in the case was a Mrs. Noel-Dyer, of Brighton, a dressmaker of twelve years' standing.

The defendant, a Miss Pavey, was a milliner, who also has a shop at Brighton.

The dressmaker used to sell hats as a side line, and the milliner had a side line in frocks and jumpers. Some little time ago, however, Mrs. Noel-Dyer took a showroom and workshops at Miss Pavey's premises. The terms of the agreement, said counsel, were that the milliner should give up selling frocks and the dressmaker give up selling hats. Mrs. Noel-Dyer now asked for an injunction and damages for an alleged breach of this agreement. Each young woman, added counsel, asserted that jumpers came within her particular province. They got on well together at first but afterwards there was friction.

The Judge—Is not a blouse or a jumper, a costume or gown?

Mr. Dunkels (for the milliner)—A gown is something by which, if you cover your body with it, you will be respectably attired. A costume is a two-piece construction, coat and skirt. A gown is in one piece.

The Judge—As to millinery and dressmaking, what am I to decide? I think a jumper is a bit of both?

Mr. Rowlands—Then you will have to consider whether the milliner, in letting the premises, undertook not to sell jumpers.

Mrs. Noel-Dyer, in the witness-box, said a bathing dress was a costume.

Counsel said he thought in these days it was no costume at all.

The Judge—Why are jumpers called jumpers?

Mrs. Noel-Dyer—They used to be called Garibaldis—(Laughter).

The Judge—I thought it was a corruption of something—(Laughter.)

The price of jumpers was the next subject of the Judge's curiosity. At this stage the Judge suggested that the disputants should come to terms. If he settled the question of what is a jumper for them, he pointed out, then there would be trouble over some other article that women wear. Their agreement had still two years to run.

Counsel had a consultation with their clients, which failed.

MYSTERY MASCOTS.

STRANGE SCOTTISH HEIRLOOMS.

Scotland has many mascot heirlooms very old, mysterious, and interesting.

Among them is the fairy flag of the Macleods. Tradition has it this flag was actually given by the Queen of Fairies to an old-time chieftain of the clan. The miraculous assistance got through the use of it is, however, restricted to three times; and when it is used for the third time, not only does the ensign vanish, but its owner as well. Twice already in the history of the family has it been put to the test, and on neither occasion has it failed to bring success. Once when in a battle the Macleods, overpowered by numbers, were being defeated and slaughtered, and, again, when some generations ago the direct line stood in great danger of dying out through lack of an heir. Its owner, Macleod of Macleod, will be wary of the third use of it!

Again, the Lockharts of Carnwath, in Lanarkshire, have since the times of the Crusades owned a small silver Saracen coin or token known as the "Lee Penny." It is rigorously guarded as a family heirloom, is credited with occult powers, and has been handed down generation to generation with its secret divulged only to the heads of the family.

There is also the well-known "Lion of Glamis," an heirloom of the Strathmore family. It consists of an ancient loving cup in the shape of a lion, rampant and richly chased, and is used with much old-world ceremonial on great occasions. It is kept jealously at Glamis Castle, where is a mysterious room, the secret of which is known to only the head of the family, the heir to whom it is revealed when he arrives at age, and the agent or steward who accompanies them into the secret chamber wherein the revelation is made. None has fathomed this mystery, though many have tried.

Another Scottish heirloom of fame is the so-called "Coalstoun Pear," now, through marriage, in the possession of Earl of Dalhousie.

Tradition has it that an ancestress when on her way to church to be married was stopped by her father, the "Gifford Warlock" of Sir Walter Scott's "Marmion," and he called on her to halt beneath a heavily-laden pear tree. He then plucked a pear and gave it to his daughter, the bride, with the promise that as long as it should be kept whole and uninjured her descendants would prosper and flourish. As he was generally credited with possessing all the supernatural powers of a wizard, the pear was treasured very carefully as an heirloom.

It is also said that in the seventeenth century the appetite of an overwhelming curiosity and scepticism led one of the ladies of the family to taste of the forbidden fruit, and, as is known, great troubles assailed the family in those far-off times of chop-and-change. Since then the slightly defaced mascot has been treasured in a silver casket.

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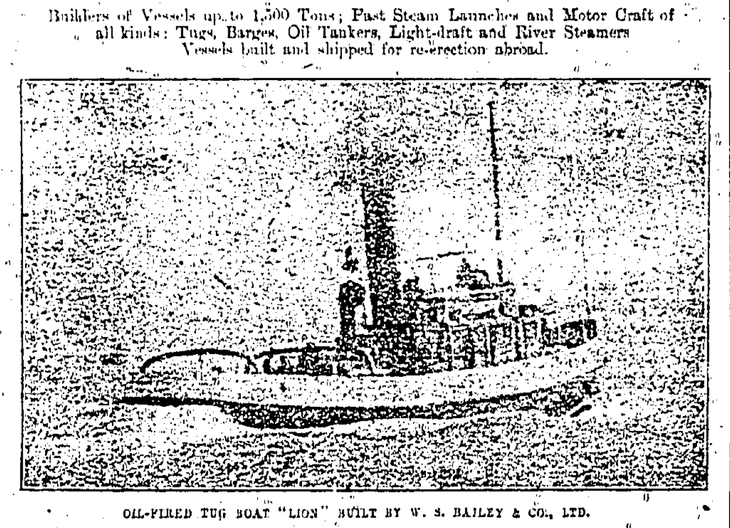

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BRITAIN'S NEED OF EUROPE.

A PROBLEM OF MARKETS.

Sir Philip Lloyd-Greame, the Secretary of the Department of Overseas Trade, was Mr. Lloyd George's right-hand man at Genoa, and is at The Hague as the joint head of the British Delegation. Entering Parliament in 1918, his political career has been unusually rapid and brilliant, and as he is still under forty his Ministerial career can only be regarded as having just begun. He writes:

A complete justification, though far from being the only one, for Genoa, for The Hague, for every sincere and practical effort the British Government can make to lead Europe back to the peaceful ways of commerce, is simply this: We need the European market. We need it directly as a purchaser of British goods. We need it indirectly as a buyer of the products of those Eastern and Southern American lands which, thus stimulated and enriched, will be able to trade with us again on something like the old scale.

Our problem is a problem of markets. We may have at home the maximum of co-operation and goodwill between capital and labour and the clearest recognition of economic facts. We may have the utmost possible development of trade within the Empire. Our experience in international commerce and finance and our world-wide trade connections may still give us an advantage over all competitors. For quality and workmanship British goods may still retain their old pre-eminence: none the less it remains the fact that without the restoration of Europe—and in Europe, of course, I include Russia—we cannot sell enough manufactures to keep our people employed; we cannot hope to regain our pre-war prosperity within any time worth considering.

THE HAGUE CONFERENCE AIMS.

It is hardly too much to say that our trade prospects depend on whether we can persuade Europe to adopt a sane policy. Genoa did something, it was the first and most difficult step towards this end. I am sanguine that the Hague may register a further advance. But it is neither a near nor an easy goal we are aiming at. Final all-round settlements of the various war accounts; the recognition that no country to-day can be commercially prosperous and productive if it wastes its substance on armaments; the abandonment of the mischievous strife-breeding notion that the ideal of nationality is to be economically self-sufficing; the realisation that trade is a mutually profitable process of exchange and that no one gains by policies of obstruction and exclusiveness—all this has to become a working part of the European mind before a real recovery from the war is brought within sight.

In 1913 European markets took 34 per cent. of the total British exports, as compared with 37 per cent. for the British empire and 29 per cent. for the rest of the world. Broadly speaking, these relative proportions still hold good. There has been a lamentable shrinkage in the volume of our trade, but its distribution as between Europe, the Empire, and the rest of the world is still much the same.

FUTURE OF IMPERIAL TRADE.

Here the utmost faith in the future of our Imperial trade. Last year 30 per cent. of our imports came from, and no less than 42 per cent. of our exports went to India and the Dominions. A great deal has been done—far more, I think, than is realised—to develop and expand this trade by better organisation, improved communications, and the establishment throughout the Empire of a first-rate commercial intelligence service.

There seems no reason whatever to doubt that as the countries within the Empire increase in population and wealth and in the development of their resources (including their manufacturing capacity) they will continue to use more and more British goods and capital. There may be a shifting of the demand, but there is most unlikely to be any diminution of it. On the contrary, even when the Dominions seem to be competing with us in neutral markets or to be supplying from their own factories certain classes of goods they used to receive from us, it will be found that their increasing prosperity and purchasing power are all the time broadening and strengthening the general market for British products, bringing new customers to us, and opening fresh fields for investment.

But while our Imperial trade has this great actual and this greater potential value, and from the political standpoint is all-important, it would be quite wrong to imagine that its growth, however huge and speedy, could compensate for the loss of our European trade. There are some 400,000,000 people in the British Empire, apart from the population of these islands. But their combined purchasing power is probably only equivalent to that of a white community of 50 to 60 millions. And in Europe, even if we exclude Russia, there are 300 millions.

EFFECTS OF EUROPEAN PROSTRATION.

There are three ways in which we are affected by the prostration of Europe. First, we cannot sell because our old customers can no longer afford to buy. In 1920 we sold some £490,000,000 of goods to Europe. Last year we only sold £216,000,000. There is thus, to begin with, a direct and very heavy loss. Secondly, countries like Germany, Belgium, and Switzerland, unable to find an outlet for their goods and products in neighbouring European lands, are forced to look abroad. The result is that in non-European markets we have to meet an intensified and concentrated competition, which only the revival of the trading activities of Europe as a whole can attenuate.

But even there the trouble does not end. The third plain consequence of the European collapse is that other countries find one of their oldest and most profitable markets practically closed to him. India, for instance, sent to the Continent last year only half the volume of her pre-war exports. What follows? Simply this, that India is just so much the less able to purchase British goods. With the proceeds of her sales to Europe she used to buy from Britain; and until Europe is again in a position to absorb Indian products, India will lack the credits which in pre-war days filled the Lancashire mills.

A DISEASED REGION.

It is the same with other lands. If they cannot sell to Europe they cannot buy from us. International trade is not an affair between this country and that country, but a complex interplay of services and transactions involving all countries. Europe at present is a diseased spot that infects and deranges the functions of the entire world. It impedes, it virtually blocks, the free flow and passage of the commerce of all lands. It has set up in a vital organ a sort of economic paralysis; and we in Great Britain whose market is the universe and who live, as do no other people, by what we can sell abroad, are most concerned to see that the impediment is removed.

Trade is improving, unemployment is lessening; but the urgency, from that standpoint of British material interests, of restoring a real peace and a real security to Europe remains none the less imperative. To assist in the resurrection of Russia as a trading possibilty, to further disarmament, to press for the overthrow of the barriers that to-day make international commerce a mad obstacle race, to help in unravelling the tangle of war debts and reparation payments and debased currencies—these surely are objects to which this country may rightly and worthily devote its experience and its power. They were all pursued at Genoa. One of them, in some ways the most important of all—the problem of Russia—will I hope be brought a little nearer solution at the Hague.

(Continued at foot of next column.)

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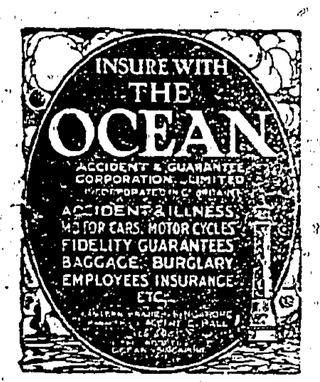
An exquisitely scented, antiseptic powder. Gives quick relief to sunburned or irritated skins, overcomes heavy perspiration, and imparts a delicate, lasting fragrance, leaving the skin sweet and wholesome.

Soap 1s., Talcum 1s. 2d., Ointment 1s. 3d. and 2s. 6d. Sold throughout the Empire. British Depot: F. Newbery & Sons, Ltd., 27, Charterhouse Sq., London, E.C.1. Cuticura Soap shaves without mug.

23-4



SHANGHAI OFFICE:—
6A, PEKING ROAD.

AGENTS for Hongkong and South China,
DODWELL & CO., LTD.
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STILL IN THE ARMY.

The War Office states that it has not been able to trace a number of men who joined the Army on duration-of-war attestations and have not yet been discharged.

"These men (the War Office adds) are not regarded as being necessarily in a state of desertion, but if any who have deserted surrender themselves or bring their whereabouts to notice their cases will be immediately investigated and dealt with on their merits.

"The usual procedure in the case of men who voluntarily signed confessions of desertion is to dispense with trial and to carry out their discharge without requiring them to leave their civil occupations. Only where there has been previous desertion or other serious offence is any departure made from this normal procedure and in all cases extenuating circumstances are taken into consideration.

"If the facts show that a man has been irregularly released instead of being demobilised, nothing more is necessary than the formality of effecting his discharge.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

KOBE	"NAMSANG"	...Thursday,	3rd Aug.,	D.L.
BANGKOK via SWATOW	"KWAISANG"	..Thursday,	3rd Aug.,	Noon.
SANDAKAN	"HINSANG"	...Thursday,	3rd Aug.,	Noon.
HAIPHONG via HOIHOW	"MINGSANG"	...Friday,	4th Aug.,	D.L.
TIENTSIN	"CHIPSHING"	..Friday,	4th Aug.,	Noon.
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	...Friday,	4th Aug.,	Noon.
MANILA ...	"LOONGSANG"	...Friday,	4th Aug.,	3 p.m.
BANGKOK via SWATOW	"YATSHING"	.. Monday,	7th Aug.,	Noon.
TSINGTAU via SWATOW & SHANGHAI	"TUNGSHING"	...Tuesday,	8th Aug.,	Noon.
TSINGTAU via SHANGHAI & NINGPO	"WAISHING"	...Friday,	11th Aug.,	Noon.
STRAITS & CALCUTTA	"LAISANG"	...Saturday,	19th Aug.,	3 p.m.

CALCUTTA LINE — This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE —Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo; calling at Hoihow when inducement offers.

BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat Jesselton, Labuan Tawao and Lahad Datu

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin calling at Weihaiwei and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about Saturday, 19th Aug, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

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GLEN AND SHIRE
Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENADE"	15th August.
"GLENARIFFE"	30th August.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENBEG"	4th Aug.,	LONDON, ROTTERDAM, ANTWERP & HAMBURG.
"GLENSHANE"	23th Aug.,	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"GLENLUCE"	2nd Sept.,	GENOA, LONDON, ANTWERP ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

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MITSUBISHI SHOJI KAISHA
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THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

ON SALE

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December 1921. With INDEX, Price $7.50.
On sale at the *Hongkong Daily Press*.

SHIPPING NEWS

ARRIVALS.

August 1st.

Batavia Maru, Japanese str., 2,736 tons, Capt. G. Fujita, from Sandakan, with a general cargo.—O.S.K.

Eastern, British str., 2,272 tons, Capt. J. C. Gibbons, from Melbourne, with a general cargo.—Mackinnon, Mackenzie & Co.

Hosui Maru, Japanese str., 1,078 tons, Capt. T. Ishiguki, from Hoihow, with a general cargo.—Y.K.K.

Shinshing, Chinese str., 297 tons, Capt. C. A. de Souza, from K. C. Wan, with a general cargo.—Po On S.S. Co.

Sanjin Maru, Japanese str., 1,309 tons, Capt. E. Asakura, from Miike, with coal.—M.B.K.

Yingchow, British str., from Canton.

Yuet Wah, Chinese str., 865 tons, Capt. M. L. Forster, from Sarawak, with timber and general cargo.—Fuk Shun S.S. Co.

August 2nd.

Amanesian, British str., 3,230 tons, Capt. A. J. Rainey, from Singapore, with a general cargo.—China Mail S.S. Co.

City of Cambridge, British str., 4,557 tons, Capt. S. Garner, from Shanghai, with a general cargo.—Bank Line.

Eumaeus, British str., 4,849 tons, Capt. J. W. Read, from Keelung, with a general cargo.—B. & S.

Hoihow, British str., 1,270 tons, Capt. W. C. Passmore, from Foochow, with a general cargo.—D.L. & Co.

Hydrangea, British str., 561 tons, Capt. W. J. Collom, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.

Anqing, British str., 1,272 tons, Capt. H. P. Pennefather, from Bangkok, with a general cargo.—B. & S.

King On, Chinese str., 475 tons, Capt. C. M. Tai, from Touran, with a general cargo.—Po Yan & Co.

Kin Wah, American str., 447 tons, Capt. H. Carneiro, from Hoihow, with a general cargo.—Chung Hing S.S. Co.

Seistan, British str., 1,421 tons, Capt. D. Thomas, from Hoihow, with a general cargo.—Kuen Sang.

Sicilia, British str., 4,188 tons, Capt. K. Jenkins, from Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.

Taishun, Chinese str., 1,062 tons, Capt. K. M. Klausen, from Amoy, with a general cargo.—C.M.S.N. Co.

Tai Sze Mu, Chinese str., 402 tons, Capt. Leung Hin Wa, from K. C. Wan, with a general cargo.—Yan Fat S.S. Co.

Telemachus, British str., 1,340 tons, Capt. W. Anderson, from Saigon, with rice.—Wo Fat Shing.

CLEARANCES.

August 2nd.

Asahi Maru, for Takao.
Batavia Maru, for Takao.
Georgii, for Canton.
Changchow, for Hongay.
Eastern, for Moji.
Kiangan, for Swatow.
Kwaisang, for Swatow.
Lisan, for Hoihow.
Namsang, for Moji.
St. Albans, for Manila.
Taishun, for Canton.
Tjisaroem, for Pangkal.
Toba Maru, for Keelung.
Tongtee, for Foochow.

SHIPPING MOVEMENTS.

The s.s. *Teucer* (Blue Funnel), left Port Said on July 25th for London, Rotterdam and Hamburg.

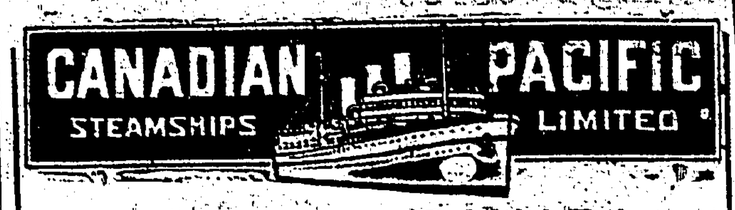
The R.M.S. *Empress of Russia* arrived at Manila on August 1st, at 6 a.m., left Manila on August 2nd, at 12.30 a.m., and is due at Hongkong to-day at 11 a.m.

VESSELS EXPECTED.

Ajax (Blue Funnel), due September 1st.
City of Lincoln (Bank Line), due August 15th.
Empress of Australia, due August 18th.
Empress of Russia, due August 3rd.
Gregory Apear (B.I.), due August 6th.
Haruna Maru (N.Y.K.), due August 3rd.
Hector (Blue Funnel), due August 17th.
Ixion (Blue Funnel), due August 13th.
Laomedon (Blue Funnel), due August 28th.
Memnon (Blue Funnel), due to-day.
Nanking (C.M.), due to-day, at daylight.
President Lincoln (P.M.), due August 9th.
Takada (B.I.), due August 13th.
Tango Maru (N.Y.K.), due August 17th.
Teiresias (Blue Funnel), due August 16th.
Titan (Blue Funnel), due August 9th.

dog sick?
Glover's Dog Medicines will help to make him well
At goodstores

CANADIAN PACIFIC
STEAMSHIPS LIMITED



HOME VA CANADA

Hongkong to England
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

	From Hongkong	Arrive Vancouver		From Canada	Due England
Empress Russia	Aug. 10	Aug. 28	Empress France	Sept. 5	Sept. 12
Empress Australia	Aug. 24	Sept 11	Empress Scotland	Sept. 19	Sept. 26
Empress Asia	Sept. 7	Sept. 25	Empress France	Oct. 3	Oct. 10
Empress Canada	Sept. 21	Oct. 9	Empress Scotland	Oct. 17	Oct. 24
Empress Russia	Oct. 5	Oct. 23	Empress France	Oct. 31	Nov. 6
Empress Australia	Oct. 19	Nov. 6	Empress Scotland	Nov. 14	Nov. 21
Empress Asia	Nov. 2	Nov. 20	Empress France	Nov. 28	Dec. 5

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets issued.
Early reservation necessary.

Three Trans-continental Trains Daily.
Special train Vancouver to Chicago leaves immediately after ship's arrival.
Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

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CHINA MAIL S.S. CO., LTD.
(Incorporated in U.S.A.)
OPERATING FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS
Minimum Rate U.S.G. $577.07
Maximum Rate U.S.G. $620.50
First Class Accommodation Throughout.

Trans-Pacific Service
HONGKONG TO SAN FRANCISCO
via Shanghai, Nagasaki, Yokohama and Honolulu.
S.S. "NANKING" August 10th. S.S. "CHINA" Sept. 16th. S.S. "NILE" Sept. 30th.

Java Service
HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.
S.S. "ARMANESTAN" On or about Aug. 5th. S.S. "GORJISTAN" On or about Aug. 22nd.

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transhipment at San Francisco by weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT.
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CABLE ADD: "CHIMAIL." [34

AGENCY OFFERED.

MARTIN'S APIOL STEEL PILLS
A Female Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's. This is the boon, as then on the first sign of any Irregularity of the System a timely dose may be administered. Those who use them recommend them henceforth unanimously! All Chemists and Stores and them throughout the World, or post free 45/- MARTIN, Cowes, Southampton, Eng.
MARTIN'S APIOL STEEL PILLS

These tiny Capsules — superior to Copaiba, Cubebs, and Injections — CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.
Each Capsule bears the name.
Paris, 8, rue Vivienne
Sold by all Chemists.

VETARZO MORNINGS, HAIR AND HER FOOD
Trial bottle either remedy 1s. leading chemists or Vetarzo Remedies Co. Gorge Oak, N. W. 8, London.

DR. LECLERC'S RELIEVES AND CURES IN 24 HOURS. ONE FOR THE WORST INVETERATE CASES. PREVENTS all of these INFORMANT DISEASES. Gravel, Headache, Gout, Rheumatism, Price 8s., leading Chemists or Post Free Dr. Le Clerc Med. 8 Harvestock Rd. N. W., London.

N. Y. K.
SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
KAGA MARU (Calling Keelung) ... ... Friday, 18th Aug., at 11 a.m.
IYO MARU (Nagasaki direct) ... ... Saturday, 16th Sept., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c
HARUNA MARU ... ... Friday, 4th August, at 11 a.m.
KAMO MARU ... ... Friday, 18th August, at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.
LIMA MARU ... ... Beginning of September.

LIVERPOOL via MARSEILLES.
BENGAL MARU ... ... Middle of August.

SYDNEY & MELBOURNE via Manila, &c.
AKI MARU ... ... Tuesday, 15th Aug., at 11 a.m.
TANGO MARU ... ... Tuesday, 19th Sept., at 11 a.m.

NEW YORK, via PANAMA.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

BOMBAY via Singapore and Colombo.
AKITA MARU ... ... Thursday, 10th August

CALCUTTA via Singapore, Penang & Rangoon.
MALACCA MARU ... ... Sunday, 6th August.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... ... Friday, 18th Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
KASHIMA MARU ... ... Thursday, 17th Aug., at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA
Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

STRUTHERS & BARRY.
MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.
"Apus" ... ... Due Hongkong 19th Aug.
Leave Hongkong 21st Aug.
West Ivan" ... ... Due Hongkong 1st Sept.
Leaves Hongkong 3rd Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.
"Bearport" ... ... Due Hongkong 11th Aug.
Leaves Hongkong 12th Aug.
"Dewey"... ... ... Due Hongkong 1st Sept.
Leaves Hongkong 2nd Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO
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KONINKLYKE PAKETVAART MAATSCHAPPY.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP
"VAN OVERSTRATEN"
will be despatched to
SINGAPORE & BELAWAN-DELI Direct.
7th August.
1st Class Fare to Singapore:—$100.
This vessel offers excellent cabin accommodation for saloon passengers
Single and double cabins.
Wireless Telegraphy.

For Freight and passage apply to:—
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SOUTH MANCHURIA RAILWAY
OPERATING ALL LINES IN SOUTH MANCHURIA AND CHOSEN (KOREA) EAST OF MUKDEN.

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HOSHIGAURA.—Finest Seaside Summer Holiday Resort in North China. Five miles from Dairen, but connected with the city by special motor and carriage road and electric tramway. Yamato Hotel (35 rooms) and 12 furnished bungalows in charming cliff garden. Bathing, Boating, Fishing, Golf, Tennis, Billiards, Orchestra twice a week. Capital place for children.
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Cable: Add. Mantetsu. Codes: A.B.C. 5th Ed., A1 & Liebers. 153

WEATHER REPORT.

August 1st, at 16.10—Warning to Hongkong, Coast Ports, &c.:—A typhoon of unknown intensity within 60 miles of Lat. 20 deg. N. Long. 122 deg. E., moving N.

August 2nd at 10.35.—Warning to Hongkong, Coast Ports, &c.:—A typhoon of unknown intensity within 60 miles of Lat. 22 deg. N. Long. 118 deg. E., moving N.W.

August 2nd, at 12.05—Pressure has increased slightly in N.E. districts and decreased considerably from Hongkong to Formosa.

After passing Apparri yesterday morning the typhoon moved on a northerly track for some hours, then curved to N.W. At 6 a.m. this morning it was about 180 miles west of Kushun moving N.W. It is threatening Swatow.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 2nd August 0.00 inch. Total since January 1st, 38.68 inches, against an average of 63.53 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Cap Bock	N.W. winds, freshening; fair at first, squally & rainy later.
Formosa Channel	E. to S.E. winds, strong to fresh.
South coast of China between Hongkong and Lamocks	Cyclonic gales.
South coast of China between Hongkong and Hainan	N.W. winds, moderate.

HONGKONG TIDE TABLE.

From August 3rd to 8th, 1923.

Days of Week	Days of Month		H'kong Standard Time.	Height		H'kong Standard Time.	Height	
			h. m.	ft.	in	h. m.	ft.	in
Thur	3	m	5 43	6	3	1 11 a	1	6
			7 40 a	4	1	11 48 a	3	2
Fri.	4	m	6 34	6	6	2 0 a	2	1
			8 46 a	4	2			
Satur	5	m	7 21	6	8	m 0 44	3	1
			9 30 a	4	3	2 37 a	1	0
Sun.	6	m	8 4	7	0	m 1 33	3	0
			10 1 a	4	4	3 10 a	0	8
Mon.	7	m	8 44	7	1	m 2 15	2	8
			10 29 a	4	5	3 42 a	0	8
Tues.	8	m	9 22	7	0	m 2 54	2	6
			10 53 a	4	6	4 13 a	0	8
Wed.	9	m	9 58	6	9	m 3 32	2	5
			11 17 a	4	7	4 44 a	0	9

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 2nd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.48	29.38	29.33
Temperature	89	83	91
Humidity	67	86	58
Wind Direction	W	NW	NNW
" Force	2	2	3
Weather	0	O	0
Rain	0.00	0.00	0.00

Highest open-air Temperature on 1st ... 90
Lowest open-air Temperature on 2nd ... 83

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	1922. W.L. July 31.	W.L. Aug. 1.
	Feet.	Feet.	Feet.	Feet.
Wuchow, W. River	+79.50	—2.42	23.60	—
Kongmoon, W. River	+14.70	—0.80	7.30	—
Linkonghow, N. River	+57.00	—	7.00	9.50
Samshui, N. River	+27.25	—5.00	10.80	10.60
Sheklung, E. River	+15.15	—0.98	4.90	5.40

Engineer-in-Chief.

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HONGKONG HOTEL

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Mr C. W. Anderson	Mrs E. D. Kemp
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	Mr H. Lewin
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Master Frost	Mr D. N. Reid
Mr & Mrs B. L. Forst	Mr F. Rice
Mr & Mr. W. H. Gale	Mr W. R. Ricketts
Mr John S. Gardiner	Mr W. E. Rigby
Capt. H. A. Gauld	Mr G. F. Rittenhouse
Mr Geutsand	Mr A. H. Rowe
Mr & Mrs E. R. Gourdeau	Mr & Mrs R. Ryen & infant
Mr B. W. Gray	Mr H. Smith
Mr J. H. Green	Mrs E. Sparke
Capt. T. P. Hall	Mr W. v. d. Stoon
Mr C. Hammond	Mr Hugh Sutherland
Mr S. C. Harris	Mr O. F. Terrell
Mrs L. A. Hedger	Mr J. S. Thomsen
Miss A. Hedger	Mr S. J. Vessey
Mr W. J. H. Holmes	Dr & Mrs T. Volker & child
Mr A. M. Hunder	
Mr Robt. Horne	Mr J. T. Weir
Miss E. Horst	Mr J. D. Wilkinson
Mr G. de Jong	

REPULSE BAY HOTEL

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Mr L. H. Bossell	Mrs McLiddell
Mrs Paul Davies	Miss Mettleton
Miss Dixon	Mr & Mrs Nickelson
Mr & Mrs Edwards	Mr & Mrs Powrie
Mr & Mrs Geare	Mr & Mrs J. Rabbit
Miss Geare	Rev. Crole Reiss
Mr J. C. Gilson	Mr H. Thompson
Mr & Mrs Hannibal	Misses Underhill
Mr C. Holmes	Mrs L. H. Walker
Mr Lechner	Mr Warner
Mr Lynott	Mr H. A. White

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

s.s. "CITY OF CAMBRIDGE" ...3rd Aug. ...Havre, London, Antwerp & Hamburg.
s.s. "CITY OF MANCHESTER" .. 26th Aug....Marseilles, London, Antwerp & Hamburg.

Subject to change without notice.
For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.,
General Agents.

or REISS & Co., CANTON

81

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "EUMAEUS"	...	...	...via Suez Canal ...	5th August.
s.s. "TELEMACHUS"	...	...	...via Suez Canal ...	15th August.
s.s. "CITY OF BAGDAD"	...	...	...via Suez Canal ...	25th August.

(Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.) HONGKONG AND CANTON. or THE BANK LINE, LTD., HONGKONG
REISS & CO., CANTON.

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MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

Destinations.	Steamer & Displacement.		Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	"CORDILLERE"	10,000	On or about 5th Aug.
	"AMAZONE"	11,000	On or about 13th Aug.
	"ANGKOR"	15,000	On or about 18th Sept.
MARSEILLES, via HAIPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT-SAID	"ANDRE LEBON"	22,000	On or about 8th Aug.
	"AMBOISE"	15,000	On or about 22nd Aug.
	"CORDILLERE"	11,000	On or about 5th Sept.

COMMERCIAL LINE

HAVRE, DUNKIRK & ANTWERP Direct .. "LT. DE LA TOUR" ... ... About 14th Aug.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION—TRANSIT—REPRESENTATION:
Telephone 740.

A. JOBARD,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG, HAICHING	Capt. W. C. Passmore / Capt. J. S. Thomson	Friday, Tuesday,	4th Aug., at 1 p.m. 8th Aug., at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Holhow & Pakhoi.
s.s. "TAIKWA MARU" ... ... on or about 4th Aug.

FOR KEELUNG via Swatow & Amoy
s.s. "HOZUI MARU" ... ... on or about 4th Aug.

For further particulars, please apply to—

Branch Office: No. 57 Bonham Strand, West. Tel. No. 155.

S. KITAHARA, Agent, Top Floor, King's Building. Tel. No. 160.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SICILIA"	6,702	19th Aug.	S'pore, Penang, Colombo & Bombay
"SARDINIA"	6,580	16th Aug.	Marseilles, London & Antwerp.
"JEYPORE" †	5,218	29th Aug.	do.
"DEVANHA"	8,092	30th Aug.	do.
"NOVARA"	6,850	13th Sept.	do.
"MACEDONIA"	10,512	27th Sept.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"DONGOLA"	8,056	25th Oct.	do.
"KHYBER"	2,000	8th Nov.	do.
"NANKIN"	7,000	22nd Nov.	do.
"KARMALA"	9,000	6th Dec.	Bombay, Mars., L'don. & A'werp.
"KASHGAR"	9,000	20th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,300	3rd Jan., 1923	do.

BRITISH INDIA - APCAR SAILINGS

"JAPAN"	6,082	3rd Aug., 2 p.m.	Calcutta via Singapore & Penang*

EASTERN & AUSTRALIAN SAILINGS (Senia)

"ST. ALBANS" §	4,000	3rd Aug., 11 a.m.	Manila, Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

§ Calls Sandakan.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, [San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"DEVANHA"	8,092	3rd Aug., 4 p.m.	Shanghai, Moji & Kobe.
"SICILIA"	6,702	5th Aug., noon.	Shanghai only.
"EASTERN"	4,000†	2nd Aug. 11 a.m.	Moji, Kobe & Yokohama.
"GREGORY APCAR"	4,649	6th Aug.	Shanghai & Kobe.
"NOVARA"	6,850	12th Aug.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to NOON on the day previous to sailing.
For Further Information, Passage Fares, Freights Handbooks, etc., apply to—
† Cargo only.

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. 1

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

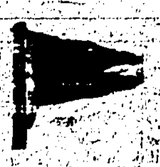
LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES—
Monthly 47-day service via Singapore and Port Said
"ARGUN MARU" ... ... Monday, 14th Aug.
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE, PASSENGER SERVICE
"CANDA MARU" ... ... Tuesday, 22nd Aug.
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"HONOLULU MARU" ... ... Tuesday, 8th Aug.
SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.
CALCUTTA:—Fortnightly service via Singapore, Penang & Rangoon.
"ANNAN MARU" ... ... Thursday, 3rd Aug.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.
"MANILA MARU" ... ... Saturday, 5th Aug.
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco Panama and Cuban Ports.
"HAGUE MARU" ... ... Saturday, 12th Aug.
NEW ORLEANS LINE via SUEZ.
"SUMATRA MARU" ... ... Thursday, 28th Sept.
JAPAN PORTS—Kobe & Yokohama via Shanghai
"ALTAI MARU" ... ... Sunday, 3rd Sept.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"ONSHU MARU" ... ... Sunday, 6th Aug.
"KAIJO MARU" or "AMAKUSA MARU" ... ... Every Sunday, Noon.
TAMAO via SWATOW & AMOY
"SOSHU MARU" ... ... Thursday, 10th Aug.

Tel. No. 4090. M. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK



For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED
(Incorporated in Great Britain)
St. George's Building.

Telephone 3166.
Telegrams "Furnessfee"

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
HONGAY	"CHANGCHOW"	On 3rd Aug., D.L.
AMOY & SHANGHAI	"SUIYANG" ...	On 4th Aug., 9 a.m.
HOIHOW, PAKHOI & HAIPHONG ...	"KAIFONG" ...	On 5th Aug., D.L.
SHANGHAI & TSINGTAO	"SHANTUNG" ...	On 5th Aug., 4 p.m.
SWATOW & AMOY	"KIUNGCHOW"	On 7th Aug., 9 a.m.
SWATOW, SHANGHAI & TSINGTAO ...	"LIANGCHOW"	On 8th Aug., 2 p.m.
SWATOW & BANGKOK	"KAYING" ...	On 8th Aug., 2 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN ...	"KUEICHOW" ...	On 8th Aug., 4 p.m.
AMOY & SHANGHAI	"SOOCHOW" ...	On 10th Aug., 9 a.m.
SHANGHAI & TSINGTAO	"KANCHOW" ...	On 12th Aug., 4 p.m.
MANILA, CEBU & ILOILO	"TAMING" ...	On 12th Aug., 4 p.m.

☞ SHANGHAI LINE—PASSENGER, MAILS and CARGO Excellent Saloon accommodation amidships Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

TELEPHONE 38. BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, Ltd.), Agents.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILING SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports
"CHANGSHA"	2nd August.	7th August., 4 p.m.

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.), Agent.
Telephone No. 36

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL
"DOEN SAMUD" ...	BANGKOK	August 3rd, 6 p.m.

For further particulars apply to
TELEPHONE 34. MESSRS. BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.), Agents. 82

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE.

Freight and Passengers

Fare to European Ports USG $620.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

	Leaves Hongkong	Arrives San Francisco
S.S. "PRESIDENT LINCOLN" (formerly "HOOSIER STATE") ...	Aug. 22nd ...	Sept. 14th.
S.S. "PRESIDENT CLEVELAND" (formerly "GOLDEN STATE") ...	Sept. 13th ...	Oct. 5th.
S.S. "PRESIDENT WILSON" (formerly "EMPIRE STATE") ...	Oct. 4th ...	Oct. 26th

"Sailings and Fares Subject to change without Notice."

HONGKONG-CALCUTTA SERVICE

SINGAPORE, PENANG, RANGOON AND CALCUTTA.

S.S. "LAKE FAULK" ... ... Aug. 9th, Daylight.

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, NEW ORLEANS, NEW YORK.

S.S. "HEFFRON" ... ... Aug. 19th.
S.S. "VICTORIOUS" ... ... Aug. 30th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Union Building, Hongkong.
AGENTS AT CANTON:—REISS & Co. 33

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

s.s. "EGREMONT CASTLE" ... sailing on or about 8th August.
s.s. "DACRE CASTLE" ... ... Middle of September.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

s.s. "TRACIA" ... ... sailing on or about 13th August.

FOR BRINDISI, VENICE & TRIESTE.

s.s. "TRACIA" ... ... sailing on or about 5th September.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

s.s. "UMONA" ... ... sailing 20th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,
Agents.

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POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Shanghai	*Shantung* ...	3rd August.
Europe, via Suez (Letters & Papers, London 29th June and Parcel Mail 30th June.	*Devansha*	3rd August.
Australia & Manila	*Changsha* ...	3rd August.
Shanghai	*Chinkiang* ...	3rd August.
Canada U.S.A. & Manila	*Empress of Russia*	3rd August.
Japan and Shanghai	*Haruna Maru* ..	3rd August.
Japan & Shanghai	*Nanking*	3rd August.
Europe via Suez (Letters & Papers London 6th July.)	*Kiungchow* ..	5th August.
Shanghai	*Rheinland* ..	6th August.
Shanghai	*Liangchow* ..	6th August.

OUTWARD MAILS.

For	Per	Date.
Philippine Islands, *Sandakan Australia & New Zealand, via Thursday Islands —due Thursday Islands 15th Aug.	*St. Albans* ..	Thursday, 3rd, Registration ... 8.45 A M; Letters ... 9.30 A M
Keelung	*Toba Maru* ..	Thursday, 3rd, 9.00 A M
Saigon	*Glymont*	Thursday, 3rd, 9.00 A M
Japan	*Eastern*	Tuesday, 3rd, 9.00 A M
Hoihow, Pakhoi and Haiphong	*Taikwa Maru* ...	Thursday, 3rd, 9.00 A M
Sandakan	*Hinsang* ...	Thursday, 3rd, 10.30 A M
Philippine Islands	*City of Cambridge*	Thursday, 3rd, 10.30 A M
Straits and Calcutta	*Japan*	Thursday, 3rd, 12.30 A M
Shanghai, North China and Japan .	*Devanha*	Thursday, 3rd, 2.30 P M
Swatow	*Hydrangea* ...	Thursday, 3rd, 3.30 P M
Bangkok	*Doon Sanud* ...	Thursday, 3rd, 4.30 P M
Hoihow and Haiphong	*Mingsang* .. .	Thursday, 3rd, 5.00 P M
Amoy	*Suiyang*	Friday, 4th, 8.00 A M
Saigon	*Prosper*	Friday, 4th, 9.00 A M
Straits, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES—due Marseilles 6th September	*Haruna Maru* ...	Friday, 4th. Registration 8.45 A M; Letters ... 9.30 A M
Tientsin	*Chipshing* ...	Friday, 4th, 10.30 A M
Philippine Islands	*Eumaeus* ...	Friday, 4th, 10.30 A M
Swatow, Amoy and Foochow	*Hai Hong* ...	Friday, 4th, Noon
Philippine Islands	*Loongsang* ...	Friday, 4th, 2.00 P M
Hoihow, Pakhoi and Haiphong	*Kaifong*	Friday, 4th, 5.00 P M
Shanghai, North China and Dairen ..	*Manila Maru* ...	Saturday, 5th, 9.00 A M
Straits and Egypt	*Memnon*	Saturday, 5th, 10.30 A M
Shanghai and North China	*Sicilia*	Saturday, 5th, 11.30 A M
Amoy	*Armenestan* ...	Saturday, 5th, 2.00 P M
Shanghai and North China	*Shantung* ..	Saturday, 5th, 3.00 P M
Swatow, Amoy and Keelung	*Oahu Maru* ...	Sunday, 6th, 9.00 A M
Swatow and Amoy	*Kiungchow* ...	Monday, 7th, 8.00 A M
Philippine Is., Sandakan Australia & New Zealand via Thursday Island—due Thursday Island about 21st August	*Changsha*	Monday, 7th, Registration 9.00 A M; Letters ... 9.00 A M
Straits, Eygpt & *EUROPE via LONDON —due London 16th September ...	*Glaucus*	Monday, 7th, 9.00 A M
*Swatow and Bangkok	*Yatshing*	Monday, 7th, 9.00 A M
Philippine Islands	*Keemun*	Tuesday, 8th, 11.00 A M
Swatow, Amoy and Foochow	*Haiching*	Tuesday, 8th, Noon
Swatow and Bangkok	*Kaying*	Tuesday, 8th, 12.30 P M
Haiphong, Saigon, *Straits, *Bangkok Ceylon, Mauritius, L. Marques, S. Africa, India vis Dhanushkodi, Aden, Egypt & EUROPE via MARSEILLES —due Marseilles 11th September ..	*Andre Lebon* ...	Tuesday, 8th, Registration 12.45 P M; Letters ... 1.30 P M
Wei Hai Wei, Chefoo and Tientsin ..	*Kweichow*... ...	Tuesday, 8th, 3.00 P M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"GLAUCUS" 7TH AUG. London, Rotterdam & Hamburg.
"JASON" 14TH AUG. London, Antwerp & Hamburg.
"MENTOR" 21ST AUG. London Amsterdam & Antwerp.
"THESEUS" 4TH SEPT. London, Rotterdam & Antwerp.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"MEMNON" 5TH AUG. Genoa, Liverpool & Glasgow.
"KEEMUN" 14TH AUG. Genoa, Marseilles, Havre & Liverpool.
"NINGCHOW" 7TH SEPT. Genoa, Marseilles, Liverpool & Glasgow.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"IXION" 29TH AUG. } Victoria, Seattle & Vancouver.
"TALTHYBIUS" 19TH SEPT. }

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"EUMAEUS" 5TH AUG. via Suez.
"TELEMACHUS" 15TH AUG. via Suez.

PASSENGER SERVICE

"TEIRESIAS" 17TH AUG. for Shanghai & Japan.
"MENTOR" 21ST AUG. for Singapore & London.
"TEIRESIAS" 25TH SEPT. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.),
AGENTS

ASIA BANKING CORPORATION

AN AMERICAN INSTITUTION.

CAPITAL U.S. $1,000,000. SURPLUS U.S. $1,100,000.

Controlled by a group of large American Banks and operated under laws of the Federal Reserve Bank and the New York State Banking Department.

Current and Savings Accounts and Fixed Deposits opened in U.S. Currency, Sterling, Francs, Pesos and Local Currency upon application.

Through our correspondents in all parts of the World we are qualified to render an International Banking Service that is economical, accurate and prompt.

HEAD OFFICE IN THE UNITED STATES:
NEW YORK.

HEAD OFFICE IN THE FAR EAST:
SHANGHAI.

BRANCH OFFICES:
PEKING, TIENTSIN, HANKOW, CANTON, HONGKONG
SINGAPORE, MANILA, SAN FRANCISCO.

D. M. BIGGAR,
MANAGER.

COMMERCIAL.

OPENING QUOTATIONS.

2nd August, 1922.

ON LONDON.—	
Telegraphic Transfer ...	2/7
Bank Bill, on demand ...	2/7 1/16
Bank Bill, at 30 days sight ...	—
Banks Bills, at 4 months' sight	2/7⅛
Credits, at 4 months' sight	2/7⅛
Documentary Bills 4 months' sight	2/8
ON PARIS.—	
Bank Bills, on demand ...	695
Credits, 4 months' sight ...	730
ON NEW YORK.—	
Bank Bills, on demand ...	57⅞
Credits, at 60 days' sight	59⅛
ON BOMBAY.—	
Telegraphic Transfer ...	—
Bank Bills, on demand ...	197½
ON CALCUTTA.—	
Telegraphic Transfer ...	—
Bank Bills, on demand ...	197½
ON SHANGHAI.—	
Bank Bills, at sight ...	—
Private, 30 days' sight ...	—
ON YOKOHAMA.—On demand ...	120
ON MANILA.—On demand ...	116
ON SINGAPORE.—On demand ...	111
ON BATAVIA.—On demand ...	150
ON HAIPHONG.—On demand...	nom.
ON SAIGON.—On demand ...	—
ON BANGKOK.—On demand ...	80⅜
SOVEREIGN, Bank's Buying rate	$ 7.60 n
GOLD LEAF 100 fine per tael ...	44.20
BAR SILVER per oz.	35½

		Per cent.
Hongkong	...18 cent piece...	$1.00 Premium.
Hongkong	...50 " ...	1.00 Discount
Canton	...20 " ...	19 19 "
Canton	...18 " ...	0 00 "

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office, Hongkong.

Paid-up Capital $20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $32,500,000
Reserve Liability of Proprietors $20,000,000

Court of Directors:

G. M. Donwell, Esq.—Chairman.
Hon. Mr. A. O. Lang.—Deputy Chairman.
D. G. M. Bernard, Esq. | Hon. Mr. R. V. B. Parr
A. M. Bowes Smith, Esq. | W. L. Pattenden, Esq.
G. T. M. Erskine, Esq. | H. P. White, Esq.
P. H. Holyoak, Esq.

Chief Manager:

A. G. Stephen, Esq.

Manager: Shanghai—G. H. Scott, Esq.

London Bankers:

LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, March 2nd, 1922. [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Acting Chief Manager.

Hongkong, December 29th, 1920. [9

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital £1,000,000
Reserve Fund £1,700,000
Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 30th, 1921. [49

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

Established 1824.

A. Capital ...	...F. 100,000,000	£8,333,333
Paid-up Capital	...F. 80,000,000	£6,666,666
Reserve Fund	...F. 18,979,240	£1,581,604
Special Reserve	...F. 40,160,000	£3,346,667

Head Office:—Amsterdam.

Branches at
The Hague:—Rotterdam.
Head Agency:—Batavia.

BRANCHES:—

Bandjermasin	Macassar	Singapore
Bandoeng	Medan	Soerabaja
Bombay	Padang	Soerakarta
Calcutta	Palembang	(Sole)
Cheribon	Pekalongan	Tahing Ting
Djember	Penang	(Deli).
Djokjakarta	Pontianak	Tegal
Kobe	Rangoon	Telok Betong
Kota-Radja	Samarang	Tjilatjap
Langsa	Shanghai	Wgkeramdam

Correspondence at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial and Union Bank of England, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GROSKAMP,
Agent.

Hongkong, September 25th, 1922.

"66 FELUCCA 33"

MASPERO FRERES LTD.
THE CIGARETTE OF DISTINCTION
CIGARETTES EGYPTIENNES

There is an instantly recognisable flavor to "Felucca" which distinguishes it from other Egyptian Cigarettes. This flavor, which is only obtained from the finest selected leaf, has secured for "Felucca" by far the largest sale of any Egyptian high-grade in the Orient.

FELUCCA.

Manufactured in Cairo by Maspero Freres

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, Limited.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital ...	... £3,000,000
Subscribed Capital ...	... £1,800,000
Paid-up Capital... ...	... £1,050,000
Reserve Fund	... £1,150,000

BANKERS
The Bank of England,
The London Joint City & Midland Bank Ltd.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon.
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong, January 17th, 1922. [42

THE CHINESE MERCHANTS BANK, LTD.

華商銀行有限公司

HEAD OFFICE
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU
Chief Manager.

1219

THE BANK OF CHINA.

中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 23rd of November, 1917.)

Authorised Capital	$40,000,000.00
Paid-up Capital	12,379,800.00
Reserve Fund	8,607,672.00

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Company New York.

Interest allowed on Current Account and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special selling for Home Exchange.

TSUYEE PHI,
Manager.

along ... ... September 8th

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 10 Des Voeux Road C, HONGKONG.
Established 1918.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	200,000.00

DIRECTORS:
Mr. Pong Wai Ting, Chairman,
Hon. Mr. Chow Shou Son,
Mr. Li Koon Chan,
Mr. Fang Ping Shan,
Mr. P. K. Kwok,
Mr. Kan Chiu Nam,
Mr. Huynh Tai,
Mr. Kan Ying Po,
Mr. Mok Ching Kong,
Mr. Wong Yan Tong,
Mr. Chan Ching Shak,
Mr. Ng Chang Luk.

Chief Manager ... Mr. Kan Fon Po,
Asst. Manager ... Mr. L. Tse Fong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
PARIS	SAN FRANCISCO
SHANGHAI	YOKOHAMA
KOBE	SAIGON
NAGASAKI	PENANG
SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	CANTON

London Bankers—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 month at the rate of 3 per cent. per annum
For 6 month at the rate of 4 per cent. per annum
For 12 month at the rate of 5 per cent. per annum

KAN TONG PO,
Chief Manager.

Hongkong, March 6th 1922. 73

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up)	Yen 100,000,000
Reserve Fund	Yen 61,000,000

HEAD OFFICE YOKOHAMA.
Branches and Agencies at

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Antgtie n	Nagoya	Shimonoseki
Mukden	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Honolulu	Pekin	Tsinanfu
Harbin	Rio de Janeiro	Tsingtau
Kai Yuen	Saigon	Vladivostok

Interest allowed on Current Accounts.

Deposits received for fixed periods at per rates to be obtained on application.

T. NISHIYAMA,
Manager.

11th March, 1922. 374

THE BANK OF TAIWAN, Limited.
(TAIWAN GINKO).

Incorporated by Special Imperial Charter 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 52,500,000
Reserve Funds	" 11,780,000

HEAD OFFICE:—TAIPEH, FORMOSA

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Heito.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London County Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Kwantung, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOR,
Manager.

Hongkong Branch,
3, Des Voeux Road
Hongkong, 1st February, 1922.

BANQUE DE L'INDO-CHINE, PARIS

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital...	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserves Funds	Frs. 69,567,203.56

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co., French American Banking Corporation, Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARROT,
Acting Manager.

Hongkong, July 18th, 1921.

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